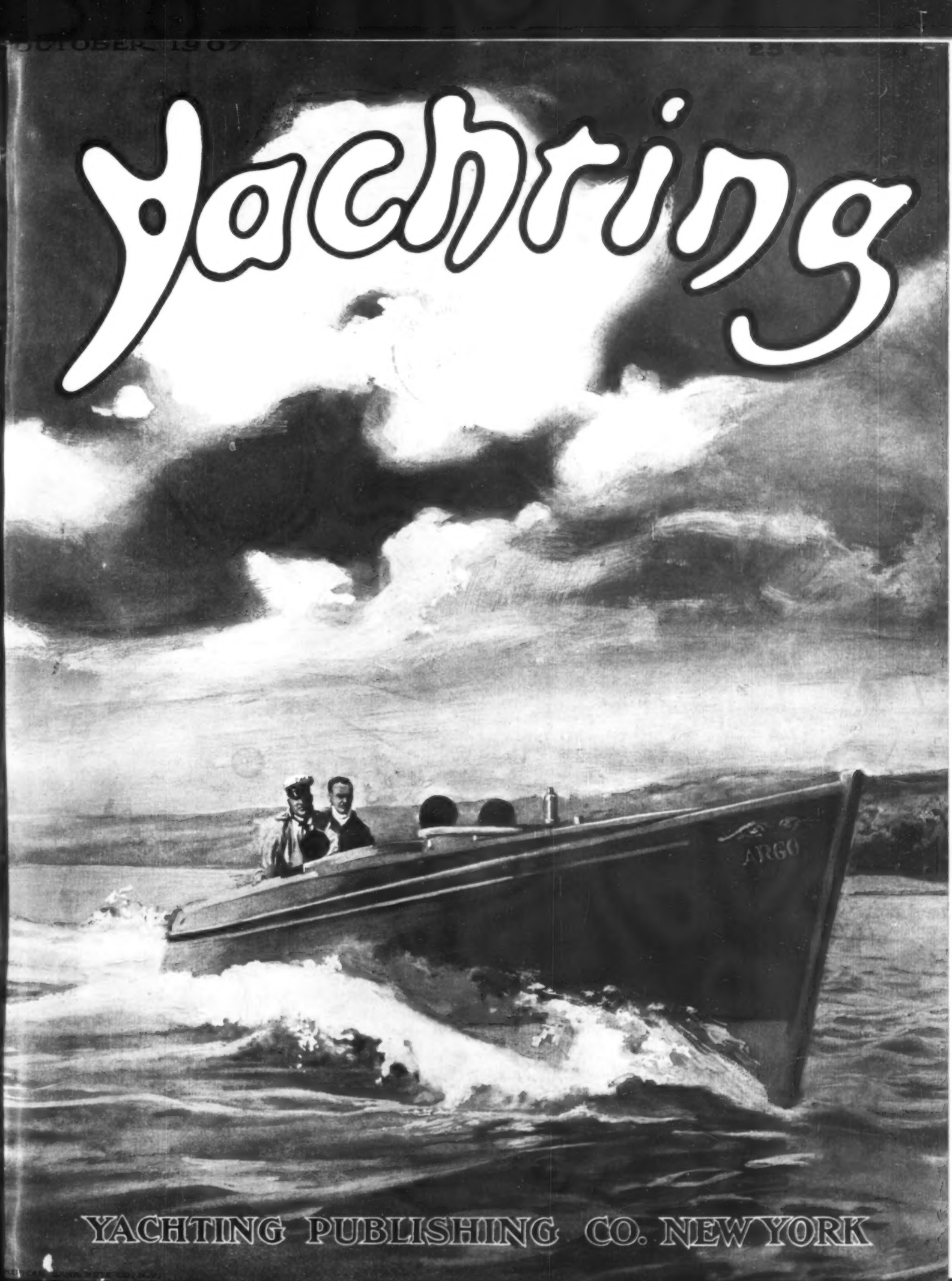
OCTOBER, 1907

Yachting



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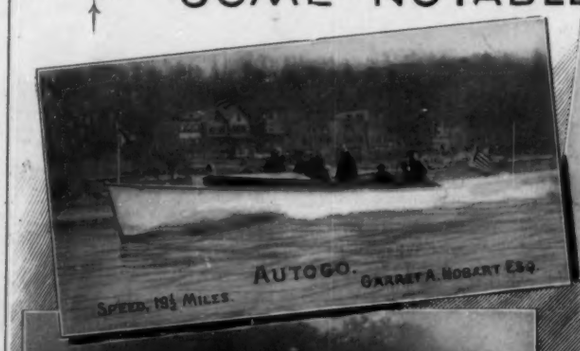

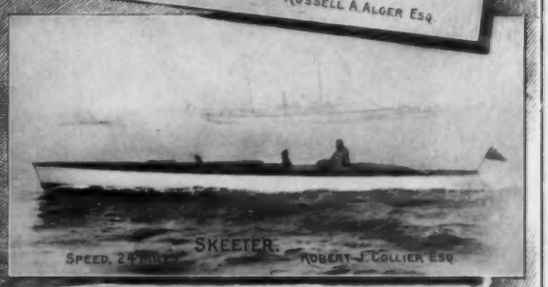

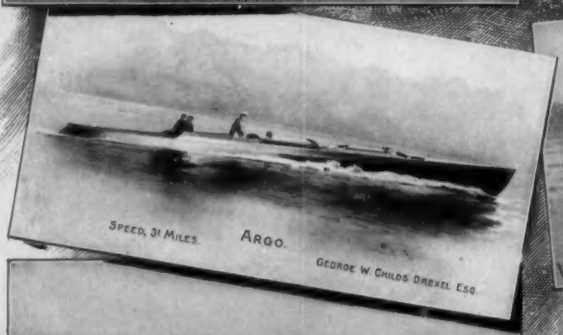

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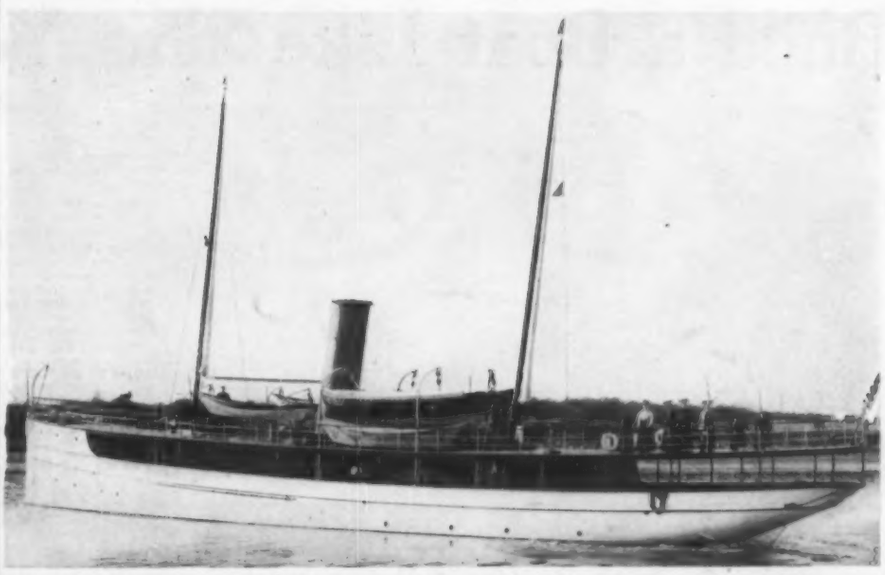

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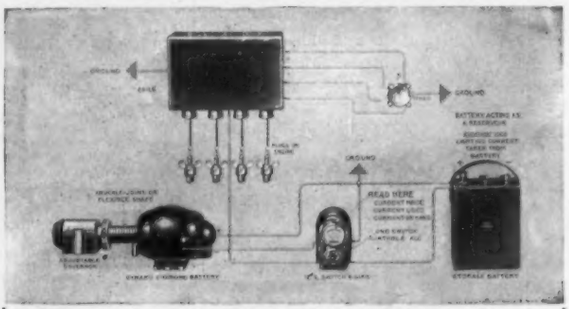

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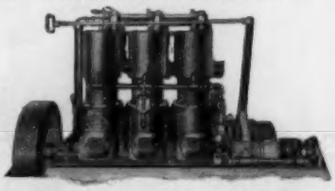

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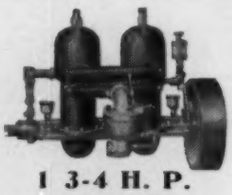

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Laying Up the Engine for the Winter

Motor Boat Editor, YACHTING:—I wish you would enlighten the ignorance of a novice by saying whether it is necessary to take an engine all to pieces in laying it up for the winter. I have only a small boat and it would not be a great deal of trouble, but I don't know whether it should be done or not. I understand, of course, that everything should be protected from rusting and all that.

E. S.

It is well to remove everything readily detachable from the engine if the boat is stored where it might be robbed; carbureters, spark plugs, brass cocks and other fittings are exceedingly nice picking for thieves, and so are coils, switches and other ignition apparatus. If the boat is in a perfectly safe place, it will do no harm to leave the motor as it is, provided everything is thoroughly protected from dampness by a thick coating of grease or heavy oil. Grease should not be applied, of course, to insulation on ignition wiring and the like, but only to the metal parts of the engine and accessory apparatus. It might be well to remove the exhaust piping and muffler and protect them from the internal corrosion which is sometimes very rapid in these parts.

Remedy for a Stopping Motor

Motor Boat Editor, YACHTING:—I have been very much puzzled by the peculiar behavior of my four horse power single cylinder gasolene motor which has run without giving any trouble all through the season, but lately has taken to stopping for no apparent reason. It will run slowly for any length of time, but when run at full speed will not go more than half an hour or so before it begins to miss explosions, at first only occasionally but soon more often, until finally the engine stops. After waiting for a while until the engine cools off it will run again, but always stops in the same way. I have had no trouble before this, so have no skill in finding what is wrong, but think it must be something about heating, as the engine starts all right after it cools. It does not get much, if any hotter, however, than it did before.

R. W. F.

Heating has nothing to do with your trouble There is an obstruction somewhere in the gas system so that the liquid can not flow to the carbureter freely enough to keep the engine going unless it runs slowly. When the engine is stopped, gasolene runs into the carbureter and pipes and allows restarting; but owing to the slow flow the same trouble occurs repeatedly. It seems probable that the strainers are clogged up, or that the piping itself is choked. Examine the strainers first; the trouble will probably be found there. Hereafter strain the gasolene carefully, preferably through chamois.

Let Picric Acid Alone

Motor Boat Editor, YACHTING:—Will you please tell me what are the advantages of using picric acid for making gasolene more powerful? I was thinking of trying to get a little more out of my three and a half horse power single cylinder engine in this way. Is there any objection to it?

T. B.

Picric acid is first class stuff to leave severely alone. It is violently explosive, and the slight advantage gained by dissolving it in the fuel is much more than offset by the danger of handling it and by the pitting and corrosion that follows its use. If you can't get more power out of your engine be content with it as it is or else put in a bigger one. But don't monkey with picric acid.

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THE CANADA'S CUP CONTROVERSY

ADELE and Seneca were not brought together for the Canada's Cup without a bitter preliminary controversy over the measurement question; a controversy so bitter that had the outcome of the actual races been at all questionable, bad feeling would have rankled indefinitely. But it is not easy to treasure wrath over a technicality when you are beaten completely in straight sailing.

The trouble was this. Both clubs had agreed to submit the lines of their representatives to a referee. W. P. Stephens of Bayonne, N. J., was first named but George Owen finally acted. Although the agreement was in black and white the Rochester Yacht Club was not willing to live up to it, and moreover, had it been ever so willing, was unable. That N. G. Herreshoff would relax his rule, and supply lines in this case was hardly to be expected; especially if there is any truth in the story that the club had to get the boat in a roundabout way. Herreshoff was said to have refused to design for them, and actually supposed that he was building Seneca for a syndicate with eyes on the Roosevelt Cup at Jamestown. There may be no truth in this gossip, and it may be all true. At any rate, it was commonly accepted by one of the high contracting parties.

The reason why Rochester did not hunger and thirst for the lines was that there was a well founded belief that Seneca was over measurement. The controversy waxed hot, so hot that at one stage Canadian representatives left the room, declaring they would have nothing to do with men who would not live up to a contract. Herreshoff sent the length of Seneca's L, and her weight, but refused further information. It was said that she had been built from a model, that her lines had never been drawn, and that it was impossible to produce them. The Canadians retorted that the cup was then forfeited, and proposed, informally, to race for a flag. Rochester yachtsmen were willing to race for anything from a flag to $4,000, and there was a good chance of the cup being returned to the original Canada syndicate.

The trouble was ended by the Canadians freely waiving the technicality and giving up their rights to the lines. The question of measurement was determined, as it could have been determined at any time by measuring Seneca's hull and sails and weighing her. She was weighed the very morning of the first race, and found to be 16,446 pounds, or 53 pounds over what Herreshoff had figured on. This left her with sail area in excess by ten square feet. The measurement could have been reduced by shortening the L—a most difficult process, with the attendant necessity of increasing the displacement—or by decreasing the sail area. This latter was decided on, the sails being uncut, and the measurement was reduced by shortening the perpendicular from the peak halyard block to the upper side of the boom. And so Seneca got inside the class by a decimal.

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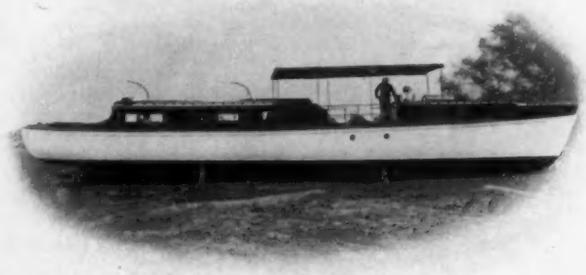

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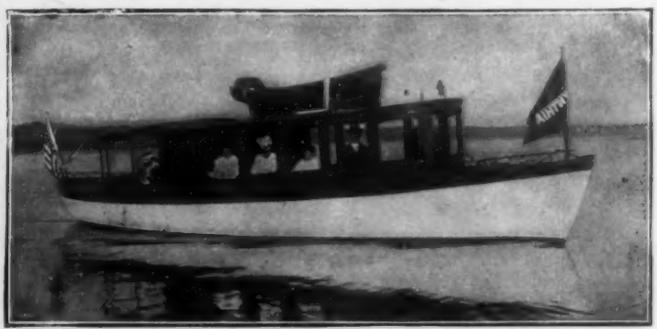

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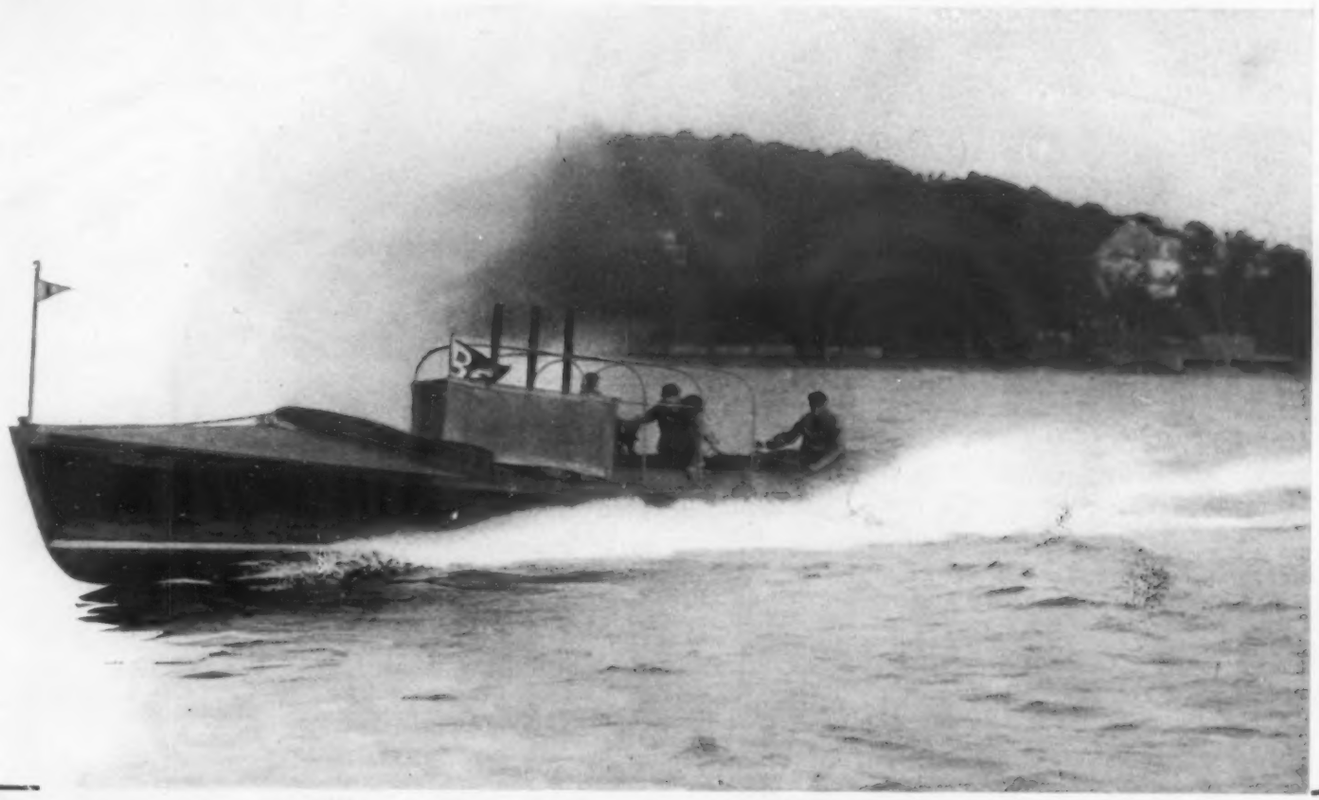

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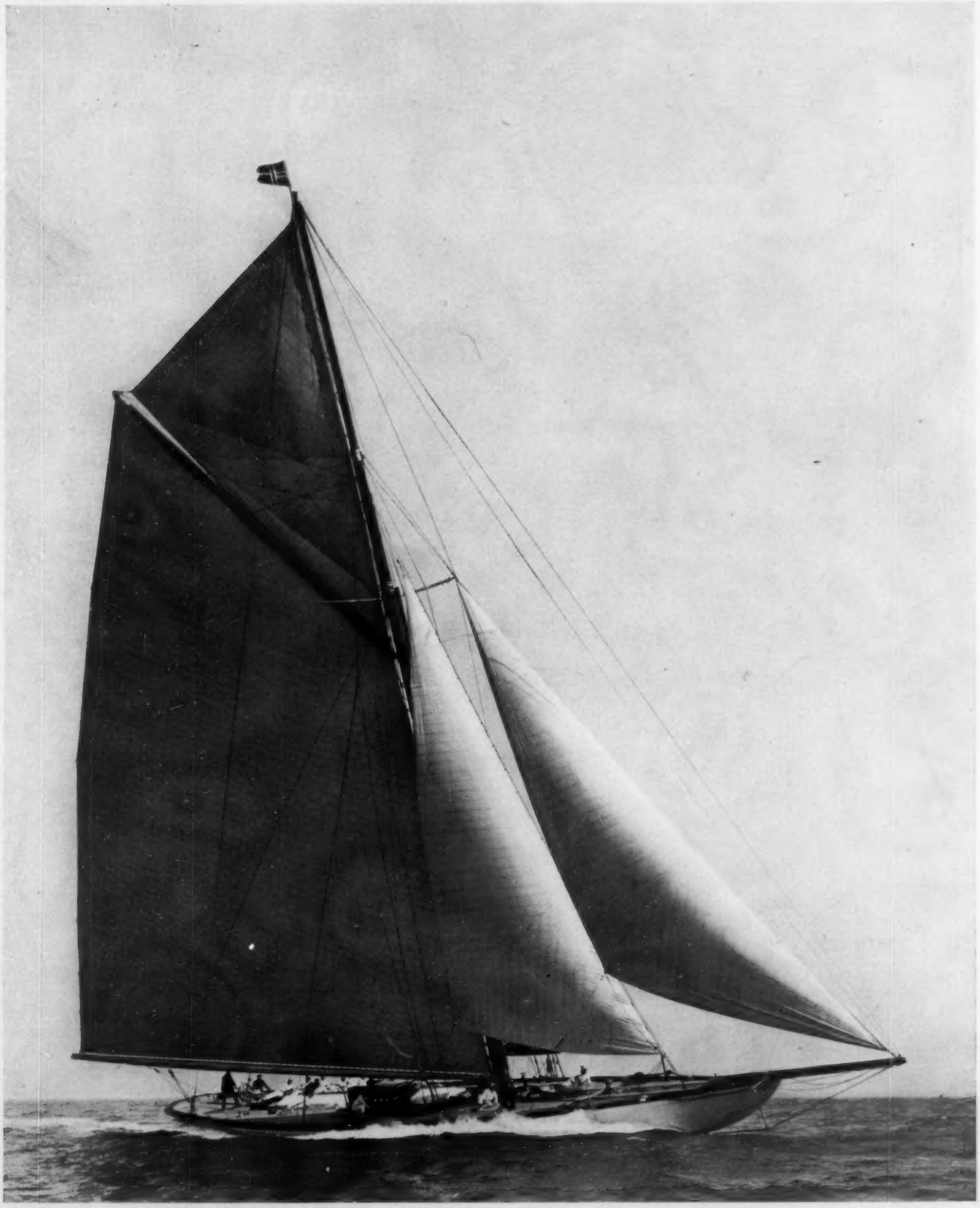

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October, 1907

The NEW YORK YACHT CLUB CRUISE

by

Lawrence Perry

Photographs by Edwin Levick and James Burton

FOR such of the New York Yacht Club men who, disdaining the wicker chair, the decanter-laden table, and the feminine companionship went down to the sea, which is to say the annual cruise of their club to the eastward, in a racing windjammer there is this to be said: they had more work than play, more hardship than luxury, and enough experience (which will be useful in succeeding seasons) to compensate for the losses of any one of those pleasureable elements which one commonly associates with the cruise of a great yacht club.

There was pleasure it was true, but it was that pleasure which is born of things accomplished; of trying conditions faced and conquered, of perplexing situations well handled, of hard races worthily won—these, after all are the things that count with the true hearted amateur tar.

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"Hello Jim, have you rested up yet?"

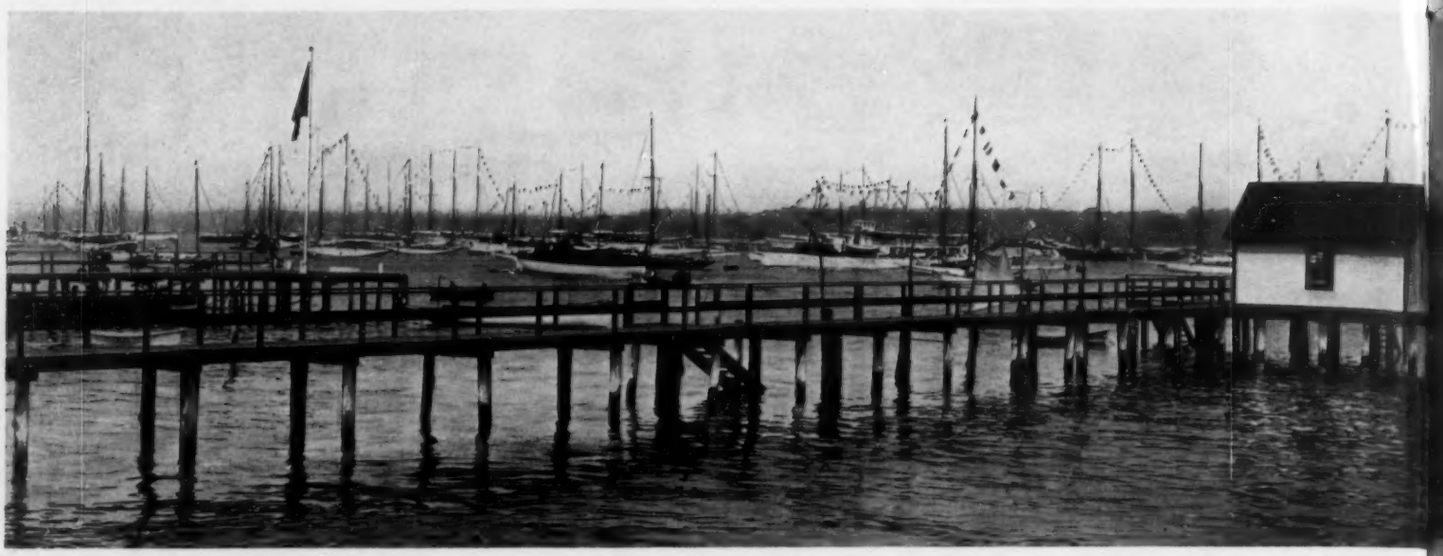
From the good old windjammer standpoint there never was a better New York Yacht Club cruise. From other standpoints including that of the bon vivant, the rocking-chair sailor there have been bigger, better cruises, cruises characterized by more roistering land parties, to fall into the vernacular of the sea, and with entertainments more elaborate aboard the steam yacht contingent.

But as a spectacle nothing was lacking. There were the steam yachts in numbers undiminished, there were the wind-driven craft with their spotless, faultlessly turned hulls, their clouds of creamy, or snow white, canvas billowing in light winds or stretching out in mighty curves when it was breezing on; there were the smaller yachts, scampering over the face of the waters like spindrift, and there were the long, low lying power boats leaving long wakes for steam craft twice their size to follow.

A moving spectacle! At one port to-day; at another to-morrow. Beautifying a harbor at sunset, leaving it all the lonelier at dawn. Truly, aside from the racing there were many things concerned with the cruise of 1907 that will linger in memory. There were sunsets which bathed the yachts stretched out over half a league of sea in the glory of crimson and gold; there were twilights when the masts of nearly three hundred vessels rose stiff and stark into the violet gloom, and sable nights made brilliant by all the electrical devices which the science of man has applied to the end that night may be as the day. There were spectacular dashes for marks, and there were races that will go down in the annals of the sport. In the minds of those who were present will longest remain the vivid impression of that tremendously thrilling rush in the heart of the fog on the way from New London to Newport when each skipper full of the emotions engendered in a long fight in a good wind kept up his spinnakers and ballooners as the mist-banks closed in thick off Point Judith, and plunged for the old Brenton's Reef Lightship with canvas threatening to pull out of the grummets.

No child's play here. Just the slightest grouping of opportunities by the hand of Fate would have meant disaster, and serious disaster. But no thought of that had the racing amateurs. One caught a vague glimpse of a hurrying shape, a muffled rattle of spar and clack of canvas, and then nothing but the drip, drip of the "leaking fog."

Then the finish. Every yacht guided true to the line, or true enough to be within striking distance when the fog lifted and showed the way. That also means something. It means navigation of no inferior order; navigation superior in many ways to that displayed by some of the steam-yacht skippers that afternoon. But that, as Mr. Kipling says, is another story.



THE NEW YORK YACHT CLUB FLEET AT ANCHOR IN NEW LONDON HARBOR.

To begin at the beginning it may be said that the morning of the first port to port run from Glen Cove, the place of rendezvous to Huntington, thirty miles, dawned auspiciously, not only so far as the day's race itself was concerned but as an augury for the days to come. In other words there was a good fifteen knot northeaster which swept the yachts on their way in fine style. It is true that it fell a bit before the run ended, but there was enough and to spare, and all the sailing yachts were in port and at anchor soon after four, the start having been made at eleven.

Queen's windward battle with Ingomar was the feature of this run, and at the last when by superior footing J. Rogers Maxwell took his boat under Captain Barr's lee and footed out into the windward berth a chorus of whistles announced that the great Herreshoff schooner had taken another cup. The next morning was set for the run to New London sixty-three miles away. It will be a long time before the Regatta Committee hear the last of that run and justly, for that portion of the program was the one drawback to the cruise. There had been objection to Morris Cove, New Haven, by the owners of several of the more important yachts, and those in charge of the arrangements of the cruise were at loss just what port to select as the finish of the run from Glen Cove. Bridgeport perhaps occurred to them, but the poor water there must have caused its rejection. Then Huntington was named. This port used to be on the cruising itinerary, but was abandoned two or three years ago. It was gladly accepted to fill the place caused by the dropping of Morris Cove.

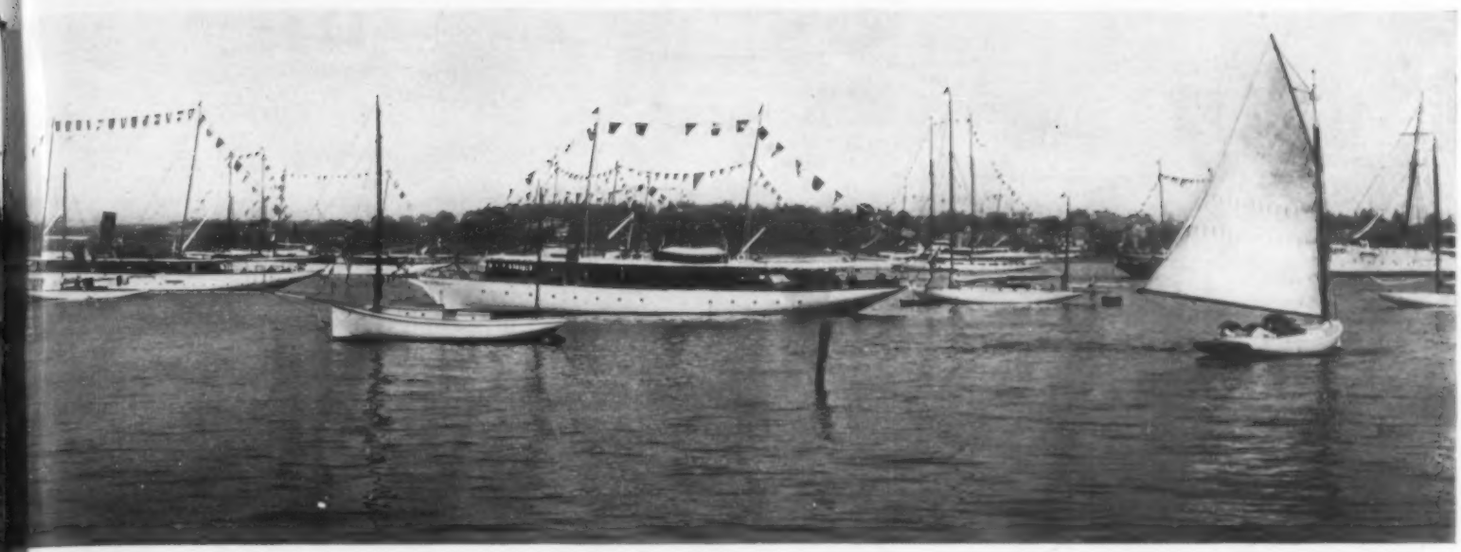
The result was the sixty odd mile run to New London. It was hoped that this distance could be offset by an early start, and it would have been offset had there been any wind worthy of the name. There was no such wind but there was fog. The result was a long grind that did not end until the next morning for a great majority of the boats.

All through the murky darkness the boats swung on the swells caused by passing steamboats, jibing every half hour or so, filling the air with horn and bell warnings, while advantage was taken of whatever wind stirred to make the Bartlett's Reef Lightship. The first boat to finish got in at nine o'clock in the evening, the last at four o'clock the following morning.

Sunday was spent at New London in the old familiar way. The fleet was dressed in bunting, while the yachtsmen came ashore and added to the gaiety and picturesqueness of the summer throngs on the broad verandas of the Pequot House and the Griswold across the Thames. The run from New London on to the Brenton's Reef Lightship off Newport was started in the fog, and as described in the foregoing, ended in the fog. Tuesday morning the yachts raced to Vineyard Haven, a broad reach all the way in a wind that was fairly good. Returning on Wednesday morning the boats started in a howling

START OF THE SLOOP DIVISION IN THE RACE FOR THE ASTOR CUP. NEPSI CROSSING THE LINE FIRST.

PRINT IN



AY, SUNDAY, IS ALWAYS REGARDED AS THE "SPECTACULAR DAY" OF THE CRUISE

gale which later died down to a breeze of some seven knots. In all, nineteen special cups were raced for. Queen won the King's Cup, the Vice-Commodore's Cup, the Rear Commodore's Cup and three first-class prizes. Elmina won the Astor Cup for schooners, the Commodore's Cup and one first prize for her class. This was on the run to Newport, when the yachts finished in the fog.

Ingomar won one class prize in the run from Vineyard Haven, but Queen and Elmina were not racing then, and she won three second prizes. She succeeded in capturing the Alumni Association of the U. S. N. Challenge Cup.

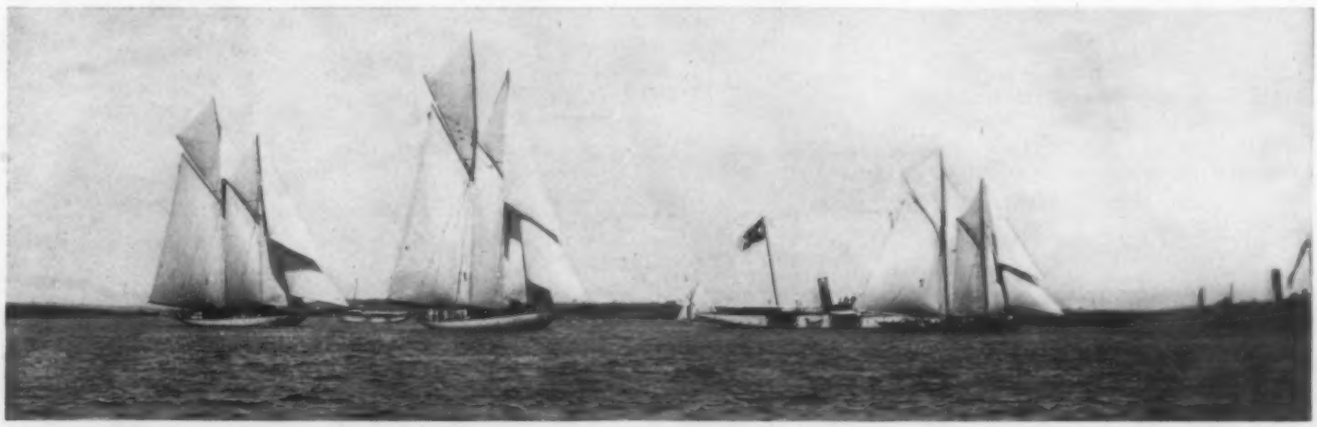
In the second division of schooners, those under 75 feet, Katrina did the best work. On the first three runs she won the three Flag Officer's Cups, the Commodore's, Vice-Commodore's and Rear Commodore's and in addition to these trophies won three first prizes and two seconds in her class.

Venona, the smallest schooner in the fleet, won the Navy Challenge Cup, one first prize and one sail over. In the first division of sloops Avenger won the most prizes. She captured the Astor Cup, the Commodore's Cup and the Alumni Association Challenge Cup as well as three firsts and one second prize in her class. Effort won the Rear Commodore's prize and five prizes for finishing first in her class. She was unbeaten in the 68-foot class racing, and had she been in better trim and more skilfully handled she would have captured many more trophies.

Winsome won the Vice-Commodore's Cup and one first prize. Phryne won the Navy Challenge Cup and two first prizes. In the second division of sloops Gardenia won five first prizes in her class, taking all the squadron runs, and she also won the two special prizes for her division offered by the Vice- and Rear Commodores.

The triumph of F. F. Brewster's schooner Elmina over Queen was the most dramatic feature of the race for the Astor Cups for sloops and schooners which was sailed on Thursday, August 15th, the day after the race from Vineyard Haven to Newport. The sloop cup was won by Avenger, thereby justifying the end for which she was built, but her victory sank into insignificance before that of the Brewster fore'nafter. At the start of the race from the Brenton's Reef Lightship which has seen twenty odd starts for these famous trophies, and for the Goelet prizes which in former years occupied the place now held by the Astor race, the wind was north, making the first leg a reach.

With the intention of reaching, the yachts crossed the line, but were taken aback by a shift which made the course to the first mark a beat. Later the wind shifted again, giving the yachts still another beat from the second to the third marks, throwing calculations all awry and putting into last places those boats which had been first. Then for the third leg the wind died down to fitful puffs coming from anywhere; this created still



SCHOONER DIVISION CROSSING THE LINE IN THE START OF THE ASTOR CUP RACE

IN BINDING

greater havoc. Queen led Elmina by more than ten minutes up to the second mark. But Elmina reached the home mark first. There was considerable luck in this, but there was skill, too. Captain Dennis, who sailed the Brewster schooner, was already famous as a wind-finder and upon this occasion justified his reputation.

Considerable indecision on the third leg was evinced by those aboard Queen. With the shifting wind in view Captain Maxwell jibed her to port, then to starboard. Then spinnaker and ballooner were set. Then they were taken in. Elmina jibed just once, at the second mark and then with ballooner and maintopmast staysail set, Captain Dennis took her out to the eastward of the true course. She passed Ingomar and finally drew up on Queen. All the while the Maxwell schooner had nothing but the smallest of kites aloft. Before she could shake out larger canvas Elmina had passed her. Her sails had plenty of flow and filled nicely. Queen's sails were trimmed dead aft. Finally Elmina shot across her bow and scurried home a winner by one minute and sixteen seconds.

In the sloop class the three fifty seven footers, and Effort all had Avenger beaten to the second mark, but in the fluky wind which characterized the last leg of 13½ miles the Emmons boat drew up so that when she crossed the line she was within the fourteen odd minutes allowed her by the larger sloops.

The great event of the cruise, the race for the cup offered as a challenge trophy was won by J. Rogers Maxwell's great schooner Queen. Built for the purpose of winning this trophy last year, the fleet Herreshoff schooner was defeated by the Gielow sloop Effort on time by a margin of nine seconds. As a consequence Queen was put in the race last August in a grim determination on the part of those on board to succeed upon the second attempt. The race was sailed in a fine wind over a triangular course of 37 1-5 miles. A long windward leg increased this distance to approximately forty-four miles, a distance which the schooner negotiated in three hours and forty-six minutes, certainly a magnificent performance and well in keeping with the past records of this boat.

The rule requiring that no boat be under fifty feet on the water line length allowed only the larger sloops to enter. There were seven of them, viz.: Ingomar, Queen, Neola, Istalena, Aurora, Winsome and Avenger. Avenger received a time allowance of more than forty minutes from the schooners. The starting signal was sounded at 11.25 and Istalena crossed the line first, eight seconds after the signal. The wind was south southwest and the Pynchon boat went over close hauled on the port tack. Winsome came next and then Neola. Queen, Avenger, Aurora, and Ingomar, After a short tack to port all the racers made for the Narragansett shore. There were twelve miles of windward work, and Ingomar skilfully sailed by the peerless Barr beat the Maxwell sloop to the windward mark by thirty seconds. On the next leg, however, which was a reach, Queen drew away from Ingomar and at the second mark had gained one minute and fifty-two seconds. On the close reach home she gained one minute and seven seconds, winning the race by three minutes and twenty seconds over Ingomar, the second boat to finish. Avenger beat the trio of fifty-seven footers on time allowance, and Queen beat Avenger which had been generally picked as the winner before the race by 12.52 minutes. Queen allowed Avenger 42.10 minutes. Throughout the former craft was sailed by Harry Maxwell, the Corinthian skipper, with rare judgment. He made never a flaw in the long windward thresh, and when the first mark was passed and the wind came over the beam there was not a minute's doubt as to who the victor would be.

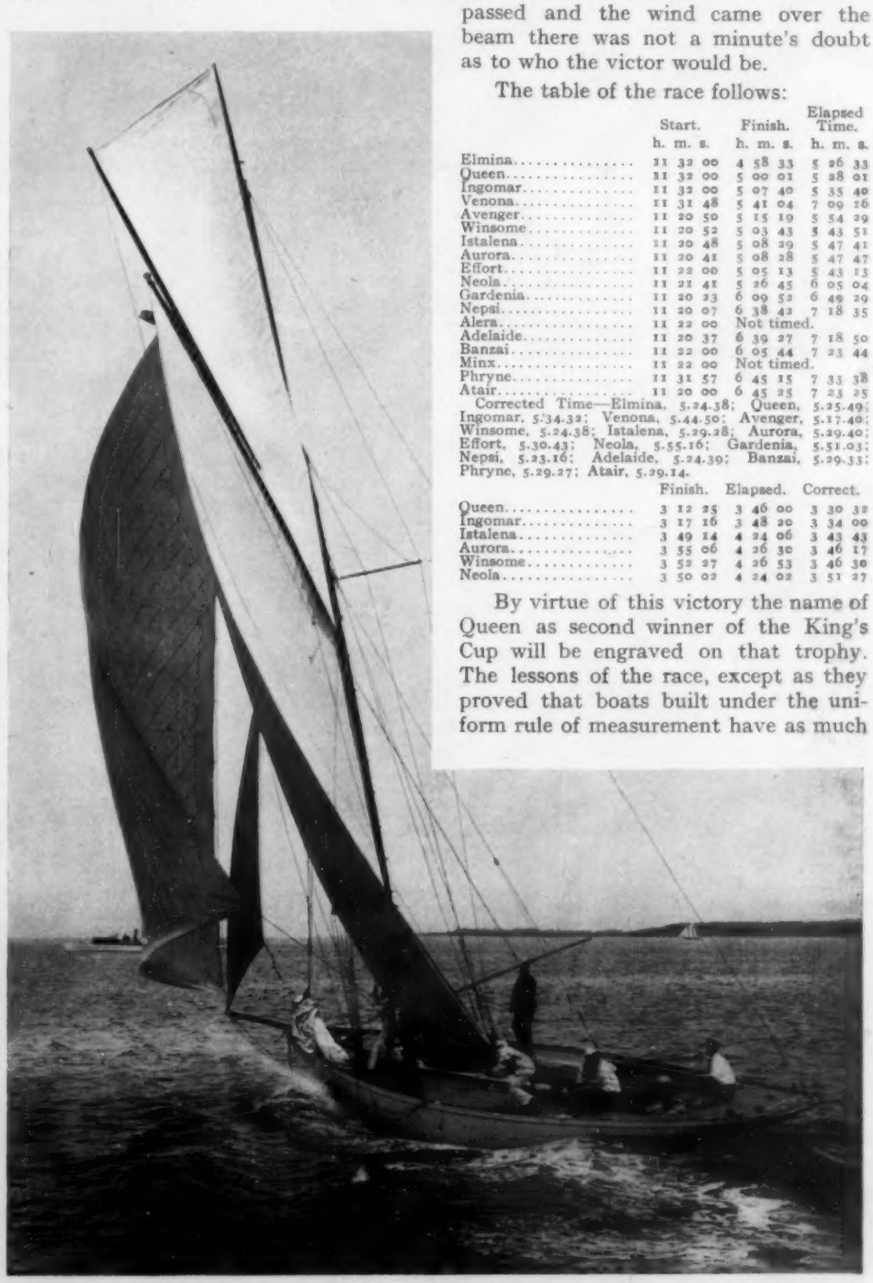
The table of the race follows:

	Start. h. m. s.	Finish. h. m. s.	Elapsed Time. h. m. s.
Elmina	11 32 00	4 58 33	5 26 33
Queen	11 32 00	5 00 01	5 28 01
Ingomar	11 32 00	5 07 40	5 35 40
Venona	11 31 48	5 41 04	7 09 16
Avenger	11 20 50	5 15 19	5 54 29
Winsome	11 20 52	5 03 43	5 43 51
Istalena	11 20 48	5 08 29	5 47 41
Aurora	11 20 41	5 08 28	5 47 47
Effort	11 22 00	5 05 13	5 43 13
Neola	11 21 41	5 26 45	6 05 04
Gardenia	11 20 23	6 09 52	6 49 29
Nepsi	11 20 07	6 38 42	7 18 35
Alera	11 22 00	Not timed.	
Adelaide	11 20 37	6 39 27	7 18 50
Banzai	11 22 00	6 05 44	7 23 44
Minx	11 22 00	Not timed.	
Phryne	11 31 57	6 45 15	7 33 38
Atair	11 20 00	6 45 25	7 23 25

Corrected Time—Elmina, 5.24.38; Queen, 5.25.49; Ingomar, 5.34.32; Venona, 5.44.50; Avenger, 5.17.40; Winsome, 5.24.38; Istalena, 5.29.28; Aurora, 5.29.40; Effort, 5.30.43; Neola, 5.55.16; Gardenia, 5.51.03; Nepsi, 5.23.16; Adelaide, 5.24.39; Banzai, 5.29.33; Phryne, 5.29.27; Atair, 5.29.14.

	Finish.	Elapsed.	Correct.
Queen	3 12 25	3 46 00	3 30 32
Ingomar	3 17 16	3 48 20	3 34 00
Istalena	3 49 14	4 24 06	3 43 43
Aurora	3 55 06	4 26 30	3 46 17
Winsome	3 52 27	4 26 53	3 46 30
Neola	3 50 02	4 24 02	3 51 27

By virtue of this victory the name of Queen as second winner of the King's Cup will be engraved on that trophy. The lessons of the race, except as they proved that boats built under the uniform rule of measurement have as much



GARDENIA—THE MORRIS FORTY FOOTER WHICH WON FIVE CUPS IN HER CLASS UNDER THE ABLE GUIDANCE OF A. H. W. JOHNSON.

speed concealed in their hulls and sails as craft designed and built under the old rules, were not especially significant. Neola, one of the two boats in the race, constructed under the rating which formerly obtained, was hopelessly out of the contest

NELS OLSEN, SETTING THE LEEWARD MARK IN THE ASTOR CUP RACE.

from start to finish. Ingomar's success on the windward leg wa due to the skill of Barr, backed by a wind that drove the great boat swiftly through the water. But as the race was won on class, and as Ingomar was not in Queen's class she lost the race which no one had expected her to win anyway.

Here is a table of the winners in the cruise:

GLEN COVE TO HUNTINGTON

SCHOONERS—CLASS B, 80 TO 90 FEET—COURSE, 30 MILES.

	Start.	Finish.	Elapsed Time.
	h. m. s.	h. m. s.	h. m. s.
Ingomar	11 35 17	3 48 41	4 13 24
Queen	11 36 40	3 48 25	4 11 45
Elmina	11 36 57	4 07 40	4 30 43
Ariel	11 38 49	5 29 15	5 50 26
Invader	11 39 00	4 44 05	5 05 05
Crusader II	11 32 00	Did not finish.	
Endymion	11 39 00	Did not finish.	

Corrected Time—Ingomar, 4.12.30; Queen, 4.10.01; Elmina, 4.29.08; Ariel, 5.38.54; Invader, 5.03.30; [illegible]

SPECIAL CLASS SCHOONERS—COURSE, 30 MILES.

Ariel	11 38 49	5 29 15	5 35 26
Invader	11 39 00	4 44 05	5 05 05
Endymion	11 39 00	Did not finish.	

Corrected Time—Ariel, 5.30.54; Invader, 5.03.30.

MOTOR AUXILIARIES—COURSE, 30 MILES.

Seneca	11 42 00	6 06 03	6 24 05
Vencedor	11 40 44	Withdrew.	
Margaret	11 42 00	Did not finish.	
Sylvia	11 42 00	Did not finish.	
Cachalot	11 31 40	Started on wrong gun.	
Cacique	11 20 23	Started on wrong gun.	

Corrected Time—Seneca, 5.58.43.

SCHOONERS—CLASS D—COURSE, 30 MILES.

Katrina	11 31 18	5 03 03	5 31 45
Taormina	11 32 00	5 22 22	5 50 22
Gevalia	11 31 17	Did not finish.	
Eclipse	11 32 00	Withdrew.	

Corrected Time—Katrina, 4.33.13; Taormina, 5.46.40.

SPECIAL CLASS SCHOONERS.

Similar	11 31 45	6 23 16	6 31 31
Venona	11 30 26	Not timed.	
Gevalia	11 31 17	Did not finish.	

Corrected Time—Similar, 6.04.53.

SLOOPS—CLASS J—57 TO 68 FEET—COURSE, 30 MILES.

	Start.	Finish.	Elapsed Time.
	h. m. s.	h. m. s.	h. m. s.
Effort	11 27 00	4 09 50	4 42 50
Neola	11 26 43	4 29 02	5 02 19
Weetamoe	11 27 00	4 35 10	5 08 10
Irolita	11 26 25	4 55 34	5 29 09

Corrected Time—Effort, 4.32.42; Neola, 4.54.35; Weetamoe, 5.00.49; Irolita, 5.19.49.

SLOOPS—CLASS K—48 TO 57 FEET—COURSE, 30 MILES.

Aurora	11 20 16	4 12 33	4 52 17
Avenger	11 20 40	4 30 03	5 09 23
Winsome	11 21 08	4 15 56	4 54 48
Istalena	11 20 18	4 34 29	5 14 11
Doris	11 20 31	5 07 55	5 47 24
Windward	11 21 10	5 19 39	5 58 29

Corrected Time—Aurora, 4.52.08; Avenger, 4.54.24; Winsome, 4.54.30; Istalena, 5.13.53; Doris, 5.33.11; Windward, 5.36.13.

SLOOPS—CLASS M—40 TO 48 FEET—COURSE, 30 MILES.

Gardenia	11 15 00	5 06 13	5 51 13
Kestral	11 15 00	5 26 35	6 11 35
Irondequoit	11 15 00	6 09 28	6 54 28
Pellegrina	11 15 00	Did not finish.	

Corrected Time—Gardenia, 5.50.43; Kestral, 6.11.05; Irondequoit, 6.54.28.

NEW YORK YACHT CLUB 30 FOOTERS.

Alera	11 10 00	6 04 34	6 54 34
Nepsi	11 10 00	6 09 11	6 59 11
Atair	11 10 00	6 10 24	7 00 24
Phryne	11 10 00	6 15 35	7 05 35
Banzai	11 10 00	6 11 06	7 01 06
Adelaide	11 10 00	6 16 40	7 06 40

REAR COMMODORE'S CUP—SCHOONERS—FIRST DIVISION.

Queen	11 36 40	3 48 25	4 11 45
Ingomar	11 35 17	3 48 41	4 13 24
Elmina	11 36 57	4 07 40	4 30 43
Ariel	11 38 49	5 29 15	5 50 26
Invader	11 39 00	4 44 05	5 05 05
Crusader II	11 32 00	Did not finish.	
Endymion	11 39 00	Did not finish.	

Corrected Time—Queen, 4.10.01; Ingomar, 4.12.30; Elmina, 4.29.08; Ariel, 5.38.54; Invader, 5.03.30.

REAR COMMODORE'S CUP—SCHOONERS—SECOND DIVISION.

	Start.	Finish.	Elapsed Time.
	h. m. s.	h. m. s.	h. m. s.
Katrina	11 31 18	5 03 03	5 31 45
Taormina	11 32 00	5 22 22	5 50 22
Similar	11 31 45	6 23 16	6 51 31

Corrected Time—Katrina, 5.24.14; Taormina, 5.46.40; Similar, 6.23.12.

The Vencedor, Eclipse, Gevalia and Venona started but did not finish.

REAR COMMODORE'S CUPS—SLOOPS—FIRST DIVISION.

Effort	11 27 00	4 09 50	4 42 50
Neola	11 26 43	4 29 02	5 02 19
Weetamoe	11 27 00	4 35 10	5 08 10
Avenger	11 20 40	4 30 03	5 09 23
Aurora	11 20 16	4 12 33	4 52 17
Winsome	11 21 08	4 15 56	4 54 48
Istalena	11 20 18	4 34 29	5 14 11
Doris	11 20 31	5 07 55	5 47 24
Irolita	11 26 25	4 55 34	5 29 09
Windward	11 21 10	5 19 39	5 58 29

Corrected Time—Effort, 4.32.42; Neola, 4.54.35; Weetamoe, 5.00.49; Avenger, 4.40.19; Aurora, 4.38.03; Winsome, 4.40.25; Istalena, 4.59.48; Doris, 5.19.05; Irolita, 5.19.49; Windward, 5.36.13.

REAR COMMODORE'S CUPS—SLOOPS—SECOND DIVISION.

Gardenia	11 15 00	5 06 13	5 51 13
Irondequoit	11 15 00	6 09 28	6 54 28
Kestral	11 15 00	5 26 35	6 11 35
Pellegrina	11 15 00	Did not finish.	
Alera	11 10 00	6 04 34	6 54 34
Nepsi	11 10 00	6 09 11	6 59 11
Banzai	11 10 00	6 11 06	7 01 06
Adelaide	11 10 00	6 16 40	7 06 40
Phryne	11 10 00	6 15 35	7 05 35
Atair	11 10 00	6 10 24	7 00 24

Corrected Time—Gardenia, 5.33.22; Irondequoit, 6.37.22; Kestral, 6.53.44; Alera, 5.50.30; Nepsi, 5.58.07; Banzai, 6.00.02; Adelaide, 6.05.36; Phryne, 6.04.31; Atair, 5.59.20.

STEAM AUXILIARIES.

Ariadne	11 46 23	Did not finish.

The winners of Rear Commodore's Cups were Queen, Katrina, Effort and Gardenia. In special classes the Queen, Katrina, Similar, Effort, Aurora, Gardenia, Alera and Seneca won.

Corrected Time—Queen, 15.46.14; Elmina, 15.47.16; Ingomar, 16.36.38; Invader, 20.03.21; Lasca, 20.25.50; Seneca, 20.30.57; Crusader II., 20.50.46; Fleur de Lys, 21.46.44.

SCHOONERS—SECOND DIVISION.

	Start	Finish	Elapsed Time
	h. m. s.	h. m. s.	h. m. s.
Katrina	7 02 00	2 15 58	19 53 58
Venona	7 02 00	4 15 04	21 13 04
Vencedor	7 12 00	4 14 31	21 02 31
Taormina	7 02 00	4 43 55	21 41 55
Eclipse	7 02 00	5 20 05	22 18 05
Gevalia	7 02 00	Time not taken.	
Cachalot	7 12 00	Time not taken.	
Similar	7 01 39	Time not taken.	

Corrected Time—Katrina, 19.37.54; Venona, 19.43.23; Vencedor, 20.50.54; Taormina, 21.34.01; Eclipse, 21.39.48.

SLOOPS AND YAWLS—FIRST DIVISION.

Winsome	6 51 27	9 44 52	14 53 25
Aurora	6 50 46	9 44 40	14 53 54
Effort	6 56 53	9 55 36	14 59 03
Weetamoe	6 56 36	9 55 05	14 58 29
Avenger	6 52 00	3 02 38	20 10 38
Doris	6 51 12	3 10 39	20 19 27
Istalena	6 51 24	3 21 55	20 31 31
Neola	6 55 31	3 17 32	20 22 01
Irolita	6 56 15	5 10 59	22 14 44

Corrected Time—Winsome, 14.22.21; Aurora, 14.23.29; Effort, 14.37.20; Weetamoe, 14.42.47; Avenger, 19.08.38; Doris, 19.18.57; Istalena, 19.59.47; Neola, 19.09.49; Irolita, 21.54.48.

SLOOPS AND YAWLS—SECOND DIVISION.

Gardenia	6 45 00	2 42 18	19 57 18
Phryne	6 40 00	4 19 02	21 39 02
Alera	6 40 00	4 34 08	21 54 08
Minx	6 40 00	4 40 08	22 00 08
Nepsi	6 40 00	5 00 27	22 20 27
Bansai	6 40 00	4 59 15	22 19 15
Adelaide	6 40 00	5 06 35	22 26 35
Kestral	6 45 00	4 20 58	21 35 58
Irondequoit	6 45 00	4 47 17	22 02 17
Pellegrina	6 45 00	5 13 54	22 28 54
Atair	6 40 00	Time not taken.	
Sylvia	7 12 06	Time not taken.	

ELMINA CROSSING THE FINISH LINE A WINNER IN THE RACE FOR THE ASTOR CUP. THE JUDGES ON THE COMMITTEE BOAT CAN BE SEEN TAKING HER TIME.

HUNTINGTON TO NEW LONDON

SCHOONERS—FIRST DIVISION.

	Start.	Finish.	Elapsed Time.
	h. m. s.	h. m. s.	h. m. s.
Queen	7 07 00	10 56 56	15 49 56
Elmina	7 07 00	10 57 41	15 50 41
Ingomar	7 07 00	12 05 33	16 58 33
Invader	7 09 00	3 15 44	20 06 44
Lasca	7 09 00	3 58 16	20 49 16
Seneca	7 12 00	5 24 12	21 52 12
Crusader II	7 02 00	4 38 23	21 36 23
Fleur de Lys	7 02 00	5 31 12	22 29 12
Ariel	7 09 00	Time not taken.	
Endymion	7 09 00	Time not taken.	
Margaret	7 12 00	Did not finish.	

Corrected Time—Gardenia, 19.19.00; Phryne, 19.28.33; Alera, 19.43.39; Minx, 19.55.39; Nepsi, 20.08.02; Banzai, 20.08.46, Adelaide, 20.16.06; Kestral, 20.57.49; Irondequoit, 21.25.44; Pellegrina, 21.31.16.

N. Y. Y. C. 30 FOOTERS—ONE-DESIGN CLASS.

Phryne	6 40 00	4 19 02	21 39 02
Alera	6 40 00	4 34 08	21 54 08
Minx	6 40 00	4 40 08	22 00 08
Banzai	6 40 00	4 59 15	22 19 15
Nepsi	6 40 00	7 00 27	22 20 27
Adelaide	6 40 00	5 06 35	22 26 35
Atair	6 40 00	Time not taken.	

(Continued on page 245.)

SENECA, WHICH WON THE CANADA'S CUP—SHE WAS DESIGNED BY HERRESHOFF AND HAD NO TROUBLE IN DEFEATING THE CANADIAN CRAFT.

ADELE, PAYNE DESIGNED, THE PICK OF SLOOPS BUILT BY THREE FAMOUS ENGLISH DESIGNERS AS CANDIDATES FOR THE HONOR OF RACING AGAINST SENECA.

The Races for the Canada's Cup

By C. H. J. SNIDER

Photographs by R. B. Price

THE genius of Herreshoff was powerfully triumphant over the Payne creation—as a matter of fact Seneca's victory represented the defeat of three of the foremost British designers, Fife, Mylne and Payne, for Adele was the pick of the challengers.

The American boat was sailed by Addison G. Hanan, of New York, a member of the Rochester Yacht Club, and Adele was sailed by Æmilius Jarvis of Toronto. In Jarvis' crew were James McMurray, Charles B. Lowndes, Dan Parker and Ivor Olafsen, the two latter being professionals, young William Jarvis as spare man. Aboard Seneca there were Charles Faxon, Winfield Pembroke, William Miller and Eric Moore, all of Rochester, and Captain Wells from New York. Five men all told was the limit, and the skippers shifted their crews about as required. For the first time on record the practice of carrying scrutineers was dispensed with.

Seneca, the Rochester Yacht Club defender of the Canada's Cup, defeated Adele, the Royal Canadian Yacht Club's challenger, in a series of races for the famous fresh water trophy which began in Charlotte Harbor, Lake Ontario, on August 10th.

The judges were Messrs. E. H. Ambrose, Canadian, Charles Van Voorhis, American, Oliver Cromwell, of New York, neutral, and George Owen of Winthrop, Mass. The latter was the referee on measurement. Courses were alternately triangular and windward and leeward, the first twenty-one miles, the second eighteen, in the open water of Lake Ontario off Charlotte, N. Y.

And the boats—ah, now we come to it. Seneca, fine, lean, sharklike, with maximum length and minimum everything else, frankly a racer and nothing but that; Adele, full bodied, big in every way, and particularly large in displacement and sail area; intended for a racer and nothing else, but built with a surprising amount of room and great structural strength. It was a case of big tonnage and sail area pitted against smaller displacement, and spread of canvas, with the item of fine lines turning the scale in favor of the smaller boat. It is odd too, that Seneca, less in every respect than Adele with the exception of length, with two tons less ballast, three thousand pounds less dead weight, and nearly two hundred feet less canvas, should measure as the bigger boat; so much so that she had to be cut down to get her into the required 27-foot class. Figures show less of a contrast than the two racers seen side by side, for in appearance there was a vast difference between them.

CROWDS ON CHARLOTTE PIER WATCHING THE INTERNATIONAL CONTEST.

FIRST RACE, AUGUST 10, LIGHT WIND, OFFICIAL TIME:

Start, Adele, 1.00.25; Seneca, 1.00.31. First buoy, Seneca, 2.35.20; Adele, 2.42.38. Second buoy, Seneca, 3.34.38; Adele, 3.45.45. Finish, Seneca, 5.58.22; Adele did not finish.

It was a glorious sunny day for the first race, almost typical Canada's Cup weather, that greeted the first of the series. Not

START OF FIRST RACE—HANAN AND JARVIS IN A LUFFING MATCH FOR THE WINDWARD BERTH.

much wind, but the average for this week in August is only eight knots or thereabouts. Sea, nothing, as the log book entries would show; just a pleasant little ripple on the water, deepening to a joggle at the most where the breeze was freshest.

It was late in starting, this first race of the series, for Seneca spent at least an hour reaching forth under jib alone while her crew sent her spreaders further aloft so as to permit of her mainsail going up enough to shorten the measurement of the perpendicular as required. After much work aloft in a boatswain's chair the shifting of the spreaders was completed, and Seneca's mainsail went aloft again, leaving an exceedingly short masthead, its stumpiness emphasized by the heavy strut that forced the forestay away forward out of its true line to the truck and permitted Seneca's round headed jib to set without back-draughting the mainsail. There was so little masthead that it seemed doubtful whether Seneca could carry her mainsail in much of a breeze and the big round leached sail appeared to be sagging on the peak halyards. That, however, was just Hanan's idea. The sail was peaked up all that it should have been, and the wrinkle along the batten ends was just the loose cloth in it; for it had been cut with a lot of flow, and bagged purposely for light weather. It had a long, slender half moon of reef grommets along the foot and another up the hoist, so that the looseness might be slab-reefed out of it when it blew hard.

At last the blue peter went up to the foremast head in the Navajo, a blue flag fluttered at the forestay, signifying buoys to be left to starboard, and the battle for starting berth began. Three times in succession, in the Strathcona—Irondequoit match of 1903, when Rochester won the cup, had Jarvis been outdone by Hanan on the starts, so of course a sharp skirmish was looked for here. Nor were spectators disappointed. Seneca clung to Adele like a leech, but, wear or stay, the Canadian kept to windward.

Just before the whistle they came reaching along the line, with a few seconds between them and the signal. Seneca was well ahead, but to leeward. It looked as though she would have to run further to leeward or cross the line ahead of time and skipper Hanan swung her off and on to shorten her way. Adele to windward, came swooping along, nicely timed for a start. Her long horn was poked across Seneca's counter. William Miller seized it and fended her off, and the Americans claimed a foul. It was not fought out then, of course, for within the minute the whistle had blown, and the race was on; but the claim was that Adele, as the overtaking boat, should have kept clear; Canadians counterclaimed that the rules expressly forbade the lee boat luffing so as to cause a collision, and protested that they had been merely keeping on their course. The judges declined to consider the matter, so it was left undecided. The Canadians would not enter a formal protest, after the race was over, for they had been beaten by such a margin that argument looked foolish, but the Americans admittedly pursued the protest as far as they could on acount of what they considered Canadian stiffness on the subject of measurement qualifications. All this however was after the race had been sailed and won.

The boats went over on the port tack, Adele leading by six seconds; then swung round to starboard on Seneca's move, and settled down to the race. Official starting time was: Adele, 1.00.25; Seneca, 1.00.31; Adele's lead, six seconds.

As will be seen from the time, it was well on in the afternoon when the judges got the racers off; in fact, half an hour later and the contest would, under the rules, have been postponed for the day.

Seneca was off to leeward, and it was evident to all that Hanan was making her foot. Adele sailed in five and a half points and sailed well, although she was squeezed up as far as she would go on this occasion. Seneca rapidly went abreast and ahead of her but still to leeward; then she hauled up and pointed quite as high as Adele. It did not seem to stop her traveling, and when the Canadian broke tacks at 1.18.45, and Seneca followed her, the whitehulled Yankee was in the lead—fully a hundred yards to the good.

From that moment the race was over and the Canada Cup was safe. Canadians were aghast. One hundred yards behind in the first quarter hour of windward work! And this the cup challenger that had excelled all the others at going to windward, whatever her weaknesses on other points of sailing; the boat that was expected to redeem everything by her wonderful ability in that one respect, an ability supposed to be inherent in the Payne family, as had been demonstrated in Beaver, Strath-

ADELE RUNNING UNDER SPINNAKER AND BALLOONER—NOTE THE MAN ON THE SPINNAKER POLE.

START OF SECOND RACE ON THE NINE MILE RUN TO LEEWARD—AS USUAL THE AMERICAN SKIPPER HAS THE ADVANTAGE.

cona and Gloria! It was a bitter hour for the challengers. The hopeful ones talked about possibilities of her being able to come up on the runs or reaches, or about her being able to show her heels when she got a good sailing breeze; but everyone knew in his heart of hearts that the boat that went to windward the way Seneca did would never be beaten by Adele without a motor.

The wind was about six miles, northeasterly, at the start, and as the contestants worked out with a widening gap between them it strengthened to eight miles and rumpled the water into something like wavelets. They had seven miles to go to windward, then a seven mile reach, and then seven miles home, the triangular course having been selected for the first of the series.

SHORTLY AFTER THE START OF THE SECOND RACE—THE EXCURSION FLEET INTERFERED WITH THE WIND AT THIS POINT.

There was lots of American cheering, and it was so well merited that Canadians felt no scruple in joining in when Seneca turned the mark after an hour and a half's steady beating to windward—the last part on independent tacks—having ignored her innocuous rival entirely.

The turning figures were: Seneca, 2.35.30; Adele, 2.42.38; Seneca's lead, seven minutes eight seconds.

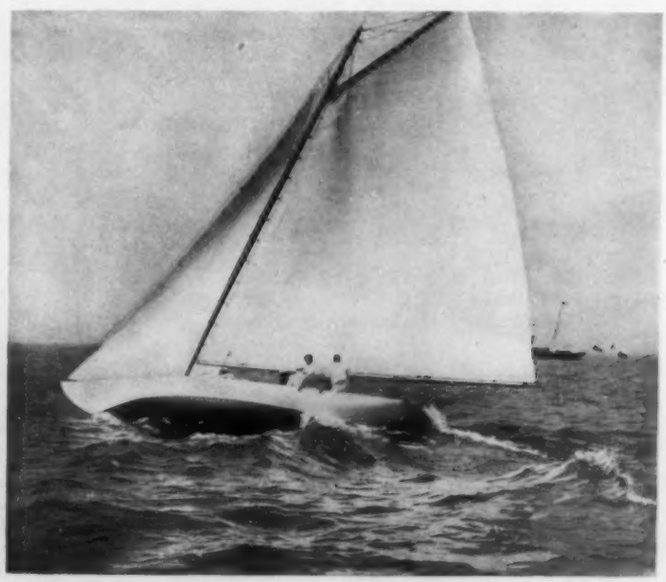
Seneca set her spinnaker to port, away forward, passed the clew of it to leeward of her forestay, and scooted for the second mark. There was a good breeze blowing out this far in the lake, and she made a great picture, with her spinnaker hanging forward like a silver crescent moon in the dusky sunset afterglow compared with the color of her Ratsay mainsail—the richest hued canvas ever seen off the Mediterranean. Adele, three quarters of a mile behind her, came surging along to the pull of a big white ballooner forward—she hardly had the wind free enough for a spinnaker. Then the last doubter was convinced that there was no hope of her winning, for Seneca dropped her on the reach almost as badly as she had dropped her in the beat. After an hour's sailing she was a mile astern; perhaps more.

At the second buoy the time of turning was: Seneca, 3.34.30; Adele, 3.46.00; Seneca's lead, eleven minutes thirty seconds. Seneca had therefore gained four minutes and twenty-two seconds in less than an hour; about the same rate of gain as she had shown in the windward work.

Sails had to be shifted over for the last leg, the course being a broad reach home, but Adele was still unable to carry a spinnaker easily and clung to a ballooner. The spinnaker setting indulged in by Seneca was pronounced legitimate, and there seems no reason why it should not be, but the practise is one regularly avoided in Lake Yacht Racing Association matches. It is the prevalent custom among the St. Lawrence sailors, and was a strong reminder of the many matches sailed on Lake St. Louis for the Seawanhaka Cup. Adele herself, now way back in the tail end of the excursion fleet, was another reminder of past contests on Lake St. Louis; for the challengers that came year after year for the Cup the Royal St. Lawrence Yacht Club held so long were, some of them, as completely outclassed, and used to get one or two rounds behind on the short triangular course.

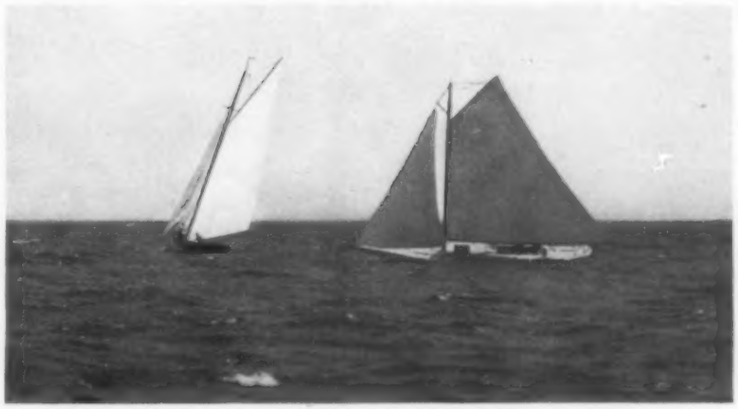
Up to the turning of the second buoy the race had been sailed in good time, and nobody worried about the late start and the time limit; but the further Seneca came inshore the less breeze she found. The five hour limit would be up by six o'clock. It looked reasonable that she could make it—seven miles to go and practically two and a half hours to do it in; but she sailed slower and slower, and there was more and more droop to her sails as she came along. Suddenly they swung inboard. It was not a change of breeze; it simply meant that Seneca's momentum had carried her on at a rate faster than that of the sluggish wind. She almost stopped, then the silken spinnaker slowly filled again, and she gathered way.

Time after time this happened. Shift after shift was made in Seneca's canvas; from starboard to port and from port to starboard; but whatever wind there was was fair, and seemed to be over the starboard quarter principally. The lake smoothed itself out like a mass of quick-



THE WINNER—SENECA CROSSING THE FINISH LINE IN THE SECOND RACE.

silver. Aboard Seneca they could see the trembling reflection of Adele stealing down the water in long snaky curls. She was far, far, astern; but either from her slow traveling or through luck held a little breeze right along, and only once did her white balloon jib droop, shimmering in utter emptiness. She crept up a little while Seneca was fidgetting about in the calm spots; but that was not what was worrying skipper Hanan and his crew.



JARVIS SPLITTING TACKS, LAST RACE, IN HOPES OF BETTERING HIS POSITION.

LAST RACE—A THRILLING MOMENT—SENECA FOOTING THROUGH THE CHALLENGER'S LEE.

It was the time limit. One by one the minutes ticked away. The buoy had long been in sight; and Seneca crawled towards it at a snail's pace, while the hands of the clock seemed to speed towards six on post horses. The fleet gathered around the mark and watched the spectacular race against time; leaving Adele entirely to herself. But Seneca, with a dubious chance of finishing where her opponent had none, was very much bothered by the gasolene craft, big and little, that nosed up to see how she was doing and give the kodak army a chance. Her crew became frantic at the continual wash they got from the wake of the chug-chuggers, and their violent gesticulations made them look like men fighting a pest of actual instead of figurative mosquitoes.

Seneca just did it. She blew over the line in a faint whiff, and while one half the fleet was betting that the other half's watches were wrong four bells tinkled throughout the little floating community. Indeed, aboard the revenue cutter Dallas, the official patrol boat, four bells struck before the finish; but the Dallas' clock was faster than the cruiser herself, with all due respects to Uncle Sam's Navy, and the judges made the time of the finish, Seneca, 5.58.22. Thus Seneca was within the time limit by a minute and thirty-eight seconds. Loads of time, if there had been any breeze; but as it was, if she had had to go another hundred yards all her labors for the day would have been in vain.

Adele did not finish. When four bells struck the Tranquilo circled down after her and took her in tow and she entered harbor in time to get the aftermath of the pandemonium that had greeted Seneca as the winner was towed up to her berth in the smooth basin behind the naval reserve station in the harbor of Charlotte.

SECOND RACE, AUGUST 12TH. GOOD BREEZE. OFFICIAL TIME:

Start: Adele, 11.30.20; Seneca, 11.30.25. Turn: Adele, 1.05.21; Seneca, 1.05.36. Finish: Seneca, 2.51.16; Adele, 2.56.54.

Still, there was a vestige of hope left on the morning of the second race, August 12th, after a Sunday's rest. As the most optimistic of the Canadians pointed out, there were four races yet to be sailed—perhaps; and a good wholesail breeze then blowing, promised an opportunity for Adele to show what she could do in her favorite weather. Very few persons seriously thought that Adele could win, under any conditions, but many hoped that she could at least get one race of the series.

The breeze on Monday morning was west by south, a strong offshore current of air, but fickle as offshore winds usually are on Lake Ontario. Indeed, this particular zephyr was especially erratic, for it had soft spots where less than four-mile strength was shown, but it would average fourteen miles an hour easily. It was strong enough to make Adele tie in her slab reef before the start; but the wily Hanan left the bag in Seneca's sail till the race was half over and he had to haul up for the thresh home.

(Continued on page 238.)

HULL VIEW OF ADELE—PAYNE'S BEST INTERPRETATION OF THE NEW RULE.

NOTE THE EARMARKS OF HERRESHOFF GENIUS IN THE HULL OF SENECA.

The Motor Boat Championship of the Great Lakes

By GLENN B. HILLER

ONE of the closest and fastest power boat races ever witnessed on fresh water took place August 4th at Wenona Beach, Bay City's summer resort on Saginaw Bay. Eight thousand persons saw the contest.

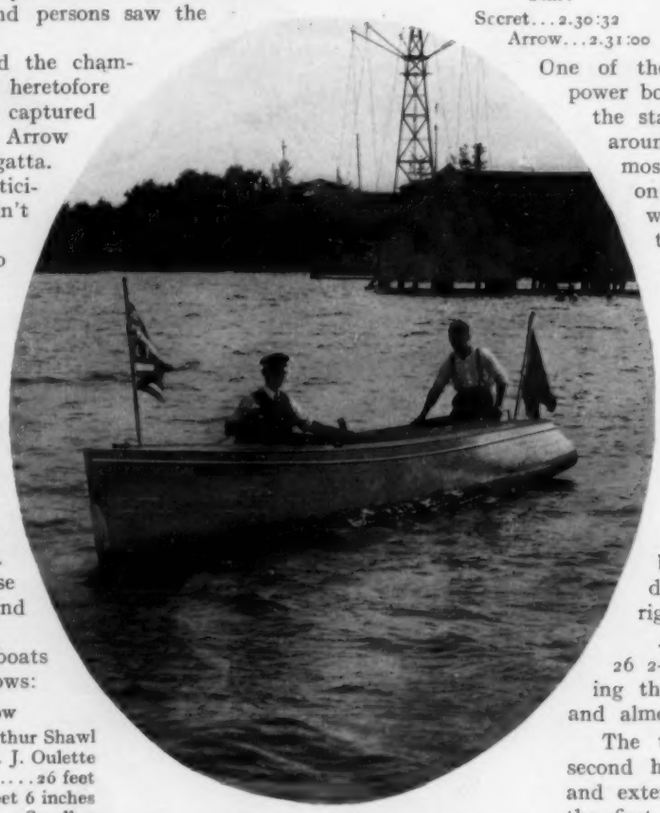
The race definitely decided the championship of the Great Lakes heretofore held by the famous Secret but captured this year by the new speeder Arrow at Put-In-Bay at the recent regatta. Secret made an effort to participate in that regatta but couldn't get there on time.

Rivalry between the two boats had been intense. Both owners claimed the championship and the only way to decide definitely was to race for that honor as both boats were almost exactly the same in equipment and size.

Secret made an excellent record last year and claimed the world's record, the first of the season, at the rate of twenty-six miles per hour. This record was false as the course was remeasured on the ice and was found to be a trifle short.

The statistics of the two boats and their equipment is as follows:

Secret	Arrow
Owner Chas. J. Trudell	Owner..Arthur Shawl
Builder " " "	Builder W. J. Oulette
Length.....27 feet	Length .....26 feet
Beam..... 4 "	Beam..3 feet 6 inches
Engine.....Smalley	Engine.....Smalley
Horse power.....15-20	Horse power....15-20



ARROW, CHAMPION MOTOR BOAT OF THE GREAT LAKES, MAKING OUT FOR THE STARTING LINE.

The first heat was run on a twelve mile course from a point near Wenona Beach dock to the can buoy and return, twice around, making four turns in all. Secret crossed the line twenty-eight seconds in advance of Arrow. The time of the first heat was as follows:

Start	First Time Around	Finish
Secret...2.30:32	2.45:01	2.59:10
Arrow...2.31:00	2.45:00	2.58:40

One of the best turns ever made by power boats on the Great Lakes was at the starting point on the first time around. The rivals approached almost neck and neck with Arrow on the inside. The latter made a wide turn and Secret came up on the inside and they darted off again together. Secret's bow came within two feet of Arrow's stern at this turn. The race was close throughout, though Arrow recovered the twenty-eight seconds head start of the Secret during the first six miles, gaining thirty seconds more on the second lap.

Secret would have made a better showing had the sea been stronger and in a different direction. It was blowing just right, however, for Arrow.

Arrow's speed in this heat was 26 2-83 miles per hour, thus beating the record of the Great Lakes and almost tying the world's record.

The triangular course used in the second heat was 7.08 miles in length and extends from the starting line of the first race to the can buoy, three miles out in the bay, thence to a flag about one mile west of the starting line, thence to the finish. Both boats crossed the line together at the start in this heat as follows, once around:

ARROW CROSSING THE LINE A WINNER—FIRST RACE.

A NECK AND NECK TURN—ARROW AND SECRET ROUNDING THE HALF-WAY MARK IN THE FIRST RACE.

	Start	Finish
Secret	5.2:10	5.18:59
Arrow	5.2:10	5.18:30

The condition of the sea again gave Arrow the advantage. Both boats made better speed than during any previous trial or race in their history.

There were only twenty-nine seconds difference between the two boats over the whole course. As Arrow won this heat and the race, which was for the best two out of three, the owner claims the championship of the Lakes and is willing to defend it against any boat in Arrow's class.

The conditions for the race while favoring Arrow, as stated in the foregoing, did not, it is believed materially alter the results.

In the second heat the course gave Arrow headon seas which proved more or less to her advantage, Secret judging from past performances being more at home when cutting along troughs. It was under the head sea conditions that the Shawl-Oulette boat established her record of 26 2-83 miles an hour.

ARROW FINISHING LAST RACE. HER AVERAGE SPEED OVER THE COURSE WAS 26.2 MILES PER HOUR.

SECRET CROSSING THE LINE IN THE LAST RACE, 29 SECONDS BEHIND ARROW.

Both of the racers are Bay City products, and are owned there. Arrow is of lighter construction than her rival which is of relatively powerful construction and built for heavier seas than Arrow was ever intended for. Had there been a bobble of water on August 4th the tale might have been a different one, but as to that, as a Scotchman would say, "there's nae eefinite sayin'."

The entire after hull of Secret sits on top of the water while the foreward half cuts the water throwing a high bow wave to either side. Arrow merely cuts the water at the bow and then glides over. Friends of the Trudell boat in excusing her defeat spoke of changes necessary at the eleventh hour, a result of damage by fire.

Scantling Restrictions

NO NEED OF SCANTLING TABLES FOR CRUISING BOATS—REGARDING RACING BOATS, HOWEVER, LIMIT SHOULD BE SET TO PREVENT THE BUILDING OF ABSOLUTE SPEED MACHINES

By CLINTON H. CRANE

MUCH has already been said on this subject, but no really feasible plan has been proposed. Most yachtsmen and designers will admit that if the scheme of restricting scantling were practicable it would be a benefit to yachting. The general attitude at the present time, however, is that the whole subject is too intricate to be properly handled. A committee has been appointed by the New York Yacht Club to look into the subject, but up to the present time nothing further has been done. The most plausible objection to any restriction at all is made by those who say that to restrict freedom of design is to restrict progress, but this same objection was made to the new rule of measurement, and is still raised by those who are opposed to America's Cup Races under the new rule.

I believe that any scantling restriction which makes construction too heavy is worse than none. Cruising boats do not need any scantling table. For racing boats, however, I think a limit should be set which would prevent the building of absolute machines which are not capable of being sailed in heavy winds and seas. I suppose that no one in this country has built and rigged his boats more lightly than Mr. Herreshoff, and I know of only one year when his construction was at fault. A racing yacht must be lightly constructed, but with the knowledge of the present day a set of restrictions can be made which will fix a safe limit, and yet not too severe.

Before the adoption of the present rule it was necessary, on the Sound and at Boston, to draw up restrictions for the smaller classes. Here, where the amount of money at stake was small, chances were taken which would have been criminal in larger vessels, and although in the early years open classes and restricted classes sailed side by side, the former gradually dropped out of existence, as no one was willing to build for them.

Any scantling restriction will be entirely valueless unless it is properly enforced. That would require a corps of inspectors, which our present yachting organization does not support. There is so much trouble even now in getting boats properly measured, and in getting a measurer who can afford the time, and has the necessary qualifications, that those who have made a success of this office can be counted on the thumb of one hand. My idea would be for the New York Yacht Club to establish a measurement bureau, in charge of a paid and competent engineer. He should establish an office with one or two draughtsmen to assist him, keep complete records, actual measurements of all boats, not trusting to the designers' certificate, a method which is neither fair to the designers nor to the contestants; and should in case of scantling restrictions, keep track of the boats built, construction plans of which would have to be submitted to him upon the signing of the contracts. This office should be directly controlled by the Regatta Committee. It could, if properly organized, not only handle the measurements of the New York Yacht Club itself, but of all the clubs in the Metropolitan district. The expense of such an office would be slight compared to the satisfaction of having things done right; of having true and accurate records of all existing boats; of having all information lodged with a man who could have no possible interest in using it as it should not be used. As a suggestion, it could be applied with valuable results.

CHEWINK VIII, SPOKANE I AND MARBLEHEAD, THE THREE BOATS OF THE UNITED STATES AT KIEL.

OVER THE LINE AS ONE BOAT. START OF A SONDERKLASSE RACE IN A RATTLING WIND.

The *Sonderklasse* Races

By HENRY IRVING DODGE

Photographs by James F. McNally

THE five American yachts that strove for the honor of doing battle for the Emperor's Cup in the *Sonderklasse* races at Kiel this year were Crane's Spokane I and II, Gardner's Marla, Lawley's Corinthian, Crowninshield's Marblehead, Small Brothers' Chewink VIII, and Burgess' Sally VIII. Of these, all but Spokane I and Sally VIII were of the vintage of 1907. Spokane I, Marblehead and Chewink VIII proved to be the lucky ones, and were sent forthwith to race in *strange* waters for the royal trophy. The word "strange" is underscored, since it will be seen to be most significant. They went abroad full of ambition to bring the Cup home, but the event resulted in victory for the Germans. It was an honorable defeat, however, for the Americans and they returned with pride no whit humbled. After all, it matters little who wins, since the real sport is in the strife. When a doughty foeman crosses the seas to do combat and loses, somehow the nation of the victor feels that it owes him a debt—one it would be hard to define, and this it is that compensates for defeat. In a way, therefore, *Sonderklasse* racing between yachtsmen of the two nations, serves in some measure the altruistic purpose of promoting German-American amity.

The general conditions of the race at Kiel were practically identical with those governing the *Sonderklasse* contest for the Roosevelt Cup off Marblehead last year, with the addition that the total cost of the construction of the American yachts, including two suits of sails, should not exceed 10,000 marks—$2,400. It was stipulated that the length on water line plus extreme beam plus extreme draught should not exceed 32 feet or 9.75 metres. The displacement of each boat was not to be less than 4,035 pounds without crew. Each was to be built of cedar, mahogany, or heavier wood, copper fastened—this term including brass or composition bolts or screws. Double planking was not allowed. The deck might be of pine or any other wood of not less than $\frac{5}{8}$ inches and no diagonal or ribband-carvel planking nor composite building was permitted. The restriction on composite building, however, did not apply to the use of a metal plate for a fin or metals for interior trussing and bracing. Center or lee boards were not allowed, and the cockpit was restricted to eight feet in length. Hollow or bamboo spars were excluded, and the sail area was restricted to 550 square feet. It was stipulated that yachts should carry one entire outfit of spars and one complete suit of sails during each race. The crews were to be made up of amateur members of the yacht clubs which were admitted to the trial races and were to consist of not more than three persons, citizens of the country in which the yachts were built. One of the Roosevelt Cup stipulations was that the crew be *native born* citizens.

THE START.

It was agreed that the Emperor William Cup should go to the owner of the yacht first winning three races or winning the fifth race of the series. Where the deciding race was the third, the winner was not to be allowed to compete in the further events, or where it was the fourth the winner was excluded from the fifth. Should the first four races not have resulted in a decision, only the winners of these were eligible to the fifth. In case of a tie at the end of the fifth race, a sixth was to be sailed.

In sending three boats to Kiel this year we were returning

the compliment paid us by the Germans who brought Wannsee, Gluckauf IV and Tilly VI to sail against Vim, Auk and Caramba for the Roosevelt Cup last year. The first race of the series off Marblehead was won by Auk, the second, third and fifth by Vim, and the fourth by Wannsee.

The whole affair was one to encourage the best possible sporting feeling between Germans and Americans. Thorough good fellowship prevailed, unmarred by disputing on minor details. This year at Kiel everything was quite as felicitous, the Germans even doing the Americans the unusual courtesy of inviting them to choose the course for the first race. It may be difficult to see wherein lay the advantage of this. However, Chairman Howard of the Regatta Committee of the Eastern Yacht Club selected a triangle a mile and a half beyond the lightship, each leg being exactly two and a half miles, or fifteen miles in all, sailed over twice.

At the beginning of this race Chewink VIII and Wittelsbach, the latter of the German contingent, made the blunder of crossing the line before the firing of the starting gun, which cost them one minute forty seconds and one minute thirty seconds respectively. The contest was evidently between these two boats from the start, since at the end of the first round the German led the American by one minute twenty-two seconds, while on the first leg of the second round Spokane I gained a minute on Wittelsbach. However, the race finished with the German thirty-one seconds ahead of her competitor. It was a fine contest, Wittelsbach winning because she was built for the rugged weather conditions that obtain on the Baltic. With the exception of Marblehead, the Americans sailed part of the time with one reef in their mainsails, while the Germans did not shorten sail during any part of the race. At times the wind blew thirty miles an hour, and kicked up a most obstreperous sea, compelling the Americans to pump and bail continually.

The second race was won by Tilly X. Prince Henry of Prussia steered her to an easy victory, beating Spokane I by four minutes twenty-seven seconds. Wittelsbach made third place, Wannsee fourth, Chewink VIII fifth, and Marblehead was last. The start for this race was made after the firing of three guns in the American fashion instead of the two-gun German way. The Prince's victory was credited more to rare good fortune than exceptional skill, although it is said he is not lacking in the latter. Tilly X ran to port after rounding the leeward mark, at the beginning of the last leg, and encountered a favoring slant of wind which drove her far ahead. Curiously, she had been outsailed by both Spokane I and Wittelsbach previous to this stroke of luck.

1. CHEWINK VIII. 2. SPOKANE I. 3. MARBLEHEAD.

The third race of the series was won by Wannsee, beating Marblehead by one minute twenty-one seconds. The American led all the contestants and would have won had it not been for the fact that the light airs which favored her at the start increased to an eighteen mile breeze, giving the German boats a distinct advantage. Wittelsbach, Chewink VIII, Spokane I and Tilly X finished in the order named. Each of the three German yachts having won a race, the Americans were eliminated by the rules from further competing in the series.

Thus ended the International *Sonderklasse* event of 1907 so far as the Americans were concerned.

It is to be hoped the Americans will learn wisdom from the experience of their French brethren. After Germany won the French Cup at Trouville in 1906, French yacht designers visited Kiel and made a careful study of Baltic conditions. Then they built boats accordingly, and in June last recaptured the trophy, beating some of the competitors by twelve minutes. American critics contend that the races off Marblehead do not sufficiently test out the qualities of a boat; that conditions there are not at all similar to those in northern latitudes during the summer, where heavy winds and short seas constantly prevail. As a matter of fact, Spanish, Belgian and French yachtsmen who have raced in the Baltic could have read us valuable lessons from the books of their own experience.

The Germans built their boats with a higher freeboard and

greater length—some thirty-seven feet over all against the average thirty-four or thirty-five feet of the American.

Sonderklasse (meaning special class) racing has obtained for long years in German waters. It was only after a continuous effort on the part of the Eastern Yacht Club people that Americans adopted it as a medium for international contests. Many felt that the America's Cup events had ceased to represent the American yachting spirit which had developed wonderfully since the famous Steers' creation had gone over seas and returned with the royal English trophy. Many resent what they term the monopolistic attitude of those who seem to control the great Anglo-American event. Furthermore, the Corinthian feature of the *Sonderklasse* racing is deemed more characteristic of the true spirit of yachting than the conditions governing the "big" Cup event which permits the engagement of expert masters and crew. Also this form of racing is not only a trying out of boats, but of the yachtsmen with the consequent increase of skill.

There is little doubt that every defeat suffered by either nation—for these events must be regarded as international—will result in the further development of this type toward a perfect combination of wholesomeness, speed, seaworthiness and adaptability to all conditions. In this way *Sonderklasse* contests will prove a veritable boon to the science and sport of yachting. It will also promote a better understanding by Germans and Americans of the methods and conditions that obtain in each other's waters. The wonder is that with our enormous German population these events should not have been inaugurated years ago. However, better late than never. The chances are that the Cape "Codder" will now profit by the example of the Frenchman, put on his thinking cap, and do likewise. For if there is one thing that we have that plays a close second to our quality of initiative it is the facility with which we can and do adopt all that is good in the methods of our competitors, and then, perhaps, improve upon them.

Turbine vs. Reciprocating Engine

By CAPTAIN GEORGE A. WHITE

EDITOR'S NOTE.—Captain White of the Hudson River Day Line which operates one of the finest fleets of passenger boats in the country studied every phase of the turbine question in this country and abroad with a view of possibly installing this method of steam propulsion in the Hendrick Hudson then being planned. His article therefore has the value of experience and deep study of the question and is particularly apropos in view of recent public interest in turbine vessels.

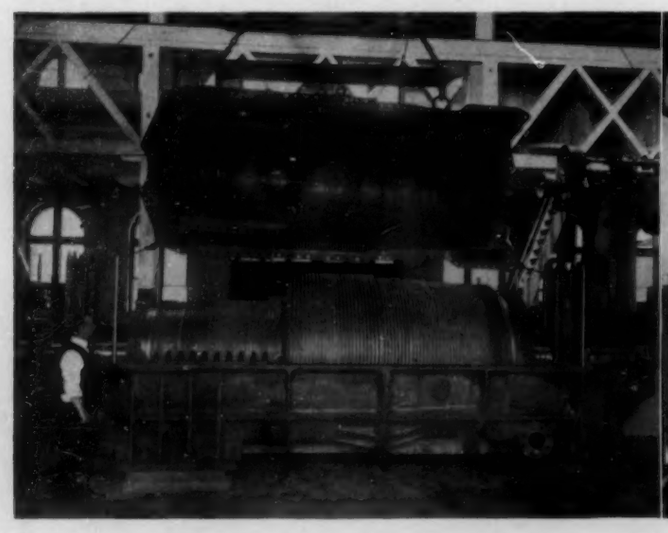
THE chief engineer of the turbine channel steamship Queen, when asked for an opinion on turbine propulsion said in broadest Scotch, "It has come to stop." There can be no doubt as to the finality of this decision. A prominent engine builder who has had much experience in constructing all kinds of reciprocating and many turbine engines, said that the choosing of the type to fit certain conditions, was as much a matter of careful selection as the choosing of a man to fill a given position. That is to say, the beam engine, the multiple cylinder compound, and the turbine, each has its place in steam service, where it is supreme in efficiency.

For one hundred years after Fulton's Clermont made her first trip up the Hudson, many mechanical minds worked on the problem of using steam in such a way that the weights of the piston rods and various attachments necessary in the reciprocating engine, would not have to be stopped in their rapid motion and their direction reversed in every revolution of the crank. Vast sums of money have been expended in experimental work in all this time, but until the turbine came there were no results.

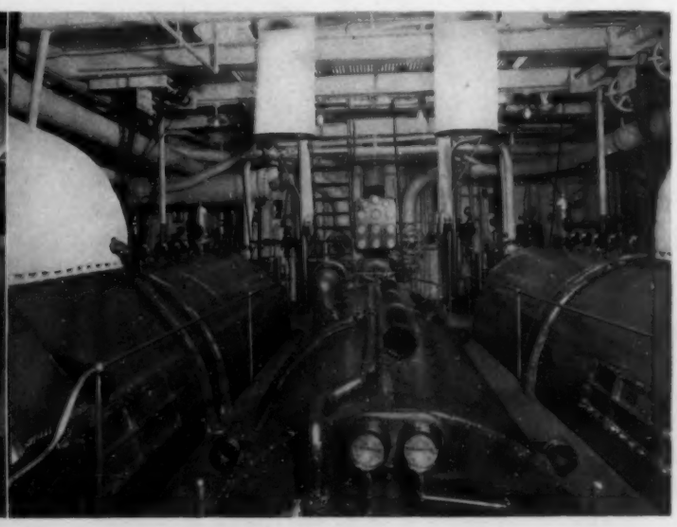
The reciprocating engine, it must be remembered, does its best work at only two points in the revolution of the crank, that is when the crank is at right angles to the connecting rod. At other times it is working against itself.

In changing all this, the turbine is revolutionary, its motion is constant in one direction and the power taken from steam is applied to the best advantage at every instant.

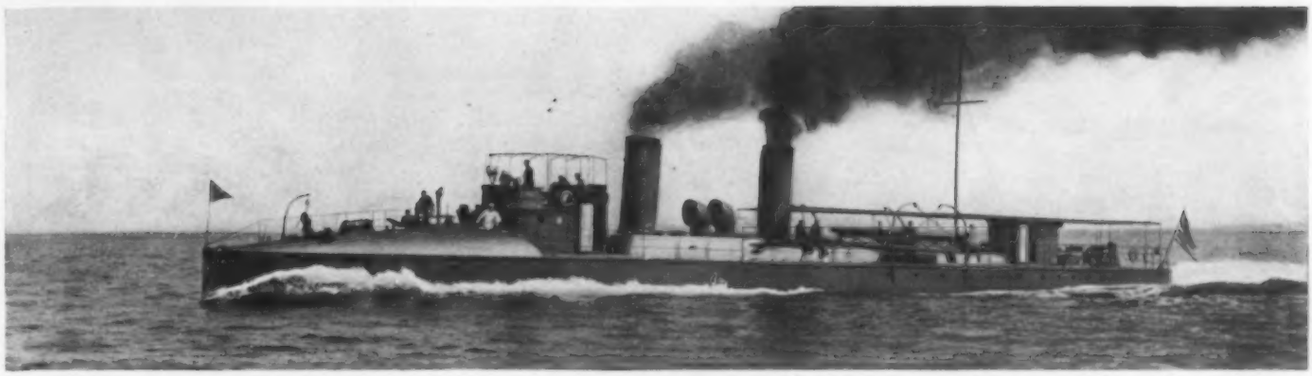
One can think of few things harder to describe than the



TURBINE WITH INTERIOR ROTOR EXPOSED.

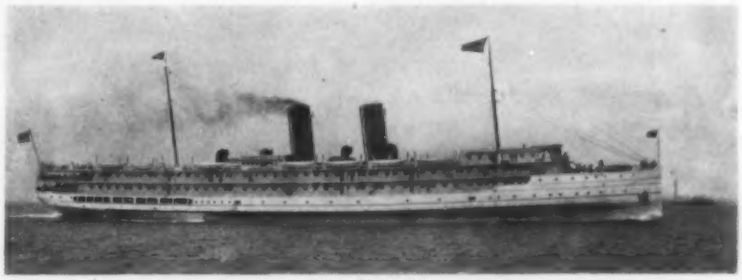


TURBINE INSTALLATION IN S. S. "GOV. COBB."



THE TURBINE, AS APPLIED TO STEAM YACHTS, WHILE NOT AS YET FAVORABLY RECEIVED BY AMERICAN OWNERS HAS DEMONSTRATED ITS SUCCESS IN W. K. VANDERBILT'S TARANTULA, ONE OF THE SWIFTEST BOATS IN THE WORLD.

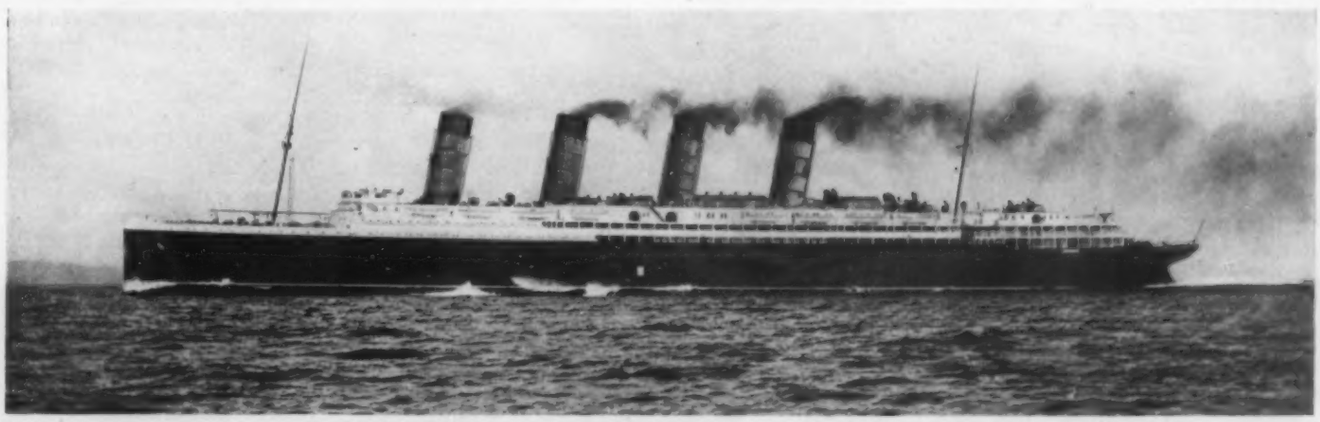
turbine engine, although in principle, it is simplicity itself. A child's pin-wheel is the idea one can start with, the pin representing the shaft. But in order to get a more economical use of steam than by blowing a jet against a pin-wheel design in the open air, let it be enclosed in a large pipe or cylinder. Then to get the greater power or purchase from the steam against these blades, it is necessary to get them as far from the shaft as possible, and there are a great number of these blades, very small, and fixed on the outside of a cylinder, in the center of which cylinder is the shaft. This cylinder with its blades sticking out all over its surface is tightly encased in another fixed cylinder, leaving just room for the blades to revolve. Then as the steam is blown through between the inner and outer cylinders, the numerous blades take up this power and quickly start the inner cylinder and its shaft revolving with extreme great rapidity.



YALE—EQUIPPED WITH TURBINE ENGINES THIS SOUND STEAMBOAT MADE THE SWIFTEST TIME OF ANY COMMERCIAL STEAMSHIP EVER CONSTRUCTED IN THIS COUNTRY—SHE MAINTAINED AN AVERAGE SPEED OF 21.45 KNOTS IN THE RUN FROM EXECUTION LIGHT TO BOSTON LIGHT THE LAND EQUIVALENT BEING 24.7 MILES PER HOUR—HER HIGHEST SPEED WAS 24.32 KNOTS.

Again to get still better results from the jets of steam, rows of blades are placed on the inside of the encasing or fixed cylinder in such a way that the rows of blades on the moving cylinder just fit in or dovetail together, these fixed blades serving to reverse the direction of the steam before it strikes the next row of movable blades. The blades that are farthest from the intake of high pressure steam, are made larger so as to take up better the rapidly expanding vapor, and this process is carried on through various steps, until a full vacuum is reached. It must be said in this connection that all of the thousands of small blades, both in the movable and fixed rows, are curved.

It is now only six and one-half years since the turbine ship, King Edward VII, practically inaugurated the commercial turbine service. In those six and one-half years, not only has the turbine propelled tonnage grown to enormous proportions (1,400,000 tons) but the development and refinement of construction have increased even more abundantly. One of the first great difficulties to be overcome, after securing turbine power, was in applying it to the water. For testing out and adjusting these conditions the Turbinia was constructed and fitted out by Mr. Charles Parsons. At first the 1,500 or 1,600 revolutions which her engines generated, produced such a cavitation or churning that there was not enough solid water to receive



LUSITANIA—IN THIS GIGANTIC CUNARD LINER HAS BEEN APPLIED THE HIGHEST TYPE OF TURBINE ENGINE THUS FAR DEVELOPED—ON HER TRIAL TRIP STEAMING 1200 MILES OVER A 300-MILE COURSE SHE AVERAGED 25.25 KNOTS LOGGING AT ONE TIME THE PHENOMENAL SPEED OF 28 KNOTS OR 32.2 STATUTE MILES IN SIXTY MINUTES—IN HER FIRST TRANS-ATLANTIC VOYAGE SHE BROKE ALL PREVIOUS RECORDS BY MAKING THE RUN FROM QUEENSTOWN TO NEW YORK IN FIVE DAYS AND FIFTY-FOUR MINUTES.

the impact effectively. Two or three propellers on the same shaft with varying pitch were at first used, but like all other development, the relations had to be adjusted by compromise, that is, the number of revolutions was greatly reduced, and the propellers readjusted.

Both the turbine and the reciprocating engines use steam from high pressures to strong vacuums, but with the turbine a good vacuum is much more essential on account of the greater expansion dealt with, as compared with reciprocating engines. The vacuum augmenter has now been applied in connection with several installations with very good results and has maintained a high vacuum closely approaching the limit—imposed by the temperature of the cooling water.

The question of coal economy for equal propulsion was, until recently, somewhat in favor of the reciprocating type, and is probably still so for heavy, slow-going ships, say under fifteen or sixteen knots, but in ships with finer lines, and requiring greater speeds, the turbine is now, on suitable routes, showing greater economy in coal.

In the question of weight of turbine installation there is about the same sliding scale of change as in that of coal economy; for the heavier and slower boats the weights will be greater, but the percentage of weight to power greatly decreases as the speed increases, and speaking without technical accuracy, we should say that the change in favor of the turbine begins at about sixteen knots, and increases gradually all the way up. To put it more plainly perhaps, one might say that at sixteen knots the weight and cost of turbine installation would be about the same as that of reciprocating engines, but as the speed increases, the saving in weight exceeds thirty per cent, and at a twenty-four knot gait, it is claimed, a saving of forty-five per cent of weight is gained. The value of this weight saving in fast ships, is of course, enormous.

Arrangement of the propellers on the turbine vessel Governor Cobb—Note their small size—This detracts from complete control of the vessel, but on the other hand the greater immersion because of small diameter obviates racing in a seaway—The downward pitch contributes also to this result.

In the item of up-keep of the engines, however, the turbine has a great advantage. The best comparison is afforded by the steamship Carmania (turbine), and Caronia, (reciprocating) both operated by the Cunard Company. When the former gets into her home port, there is almost nothing to do except boiler work, but her sister ship requires an army of machinists to tune her up. It is easily seen that the racking strain of the great masses of a reciprocating engine going steadily for six or seven days at high speed is enormous, in spite of the best balancing and safeguards, while the turbine just spins and applies the power from the steam to the water so directly that there is absolutely no racking.

As a straight line is defined as the shortest distance between two points, so the turbine delivers its power to the water in the most direct way possible, and as a result the multiplicity of bearings and slides, cranks, connecting rods, etc., is largely done away with, and the up-keep reduced to a minimum.

The London, S. E. & Chatham Railroad Company operating the English Channel boats between Dover and Calais, has for many years been developing fast service, and in their vessels of the Lord Warden type, they considered that they had secured the best results possible, in speed and economy with the reciprocating engine. Then they put on the Queen, and a little later, the Brighton. In the one hour's run across the Channel, the turbines gained from three to five minutes time, but at first with a greater expense of coal, yet the company had such faith in the new propulsion and its possibilities, that they kept on building turbines and now they have six in service, and better results are claimed all the time.

Generally the turbine does its best when driven hard, and seems best adapted for continuous runs on which there is but little manoeuvering. For some time there was difficulty in getting sufficient backing power, but that is now overcome by putting backing turbines on the same shaft with the others. But as the wheels are small, the control of the ship is not as complete as with the larger propellers, and in either case with the turbine or other stern wheelers, the control is much less than with the paddle boats. As an example, in the new steamboat Hendrick Hudson, of the Hudson River Day Line, which has a great superstructure and a licensed capacity for 5,000 people, small propellers under her stern would not control her in the many quick landings, with the wind and tide, which, at times, both set toward or against her pier. But her great feathering steel buckets control her perfectly. Again the seven or eight landings she has to make in a trip to Albany, and the "slows" she makes in passing tows and in shoal water, would prevent economical turbine working, yet she develops a speed of twenty-three and three-fourth miles when pushed.

Several successful turbines have been built in this country, the most prominent of which are the Governor Cobb, Yale, and Harvard, built by the W. & A. Fletcher Company of Hoboken, and the Camden built by the Bath Shipbuilding Company. All have been remarkably satisfactory, and have exceeded the contract requirements in speed. In the run from New York to Boston on June 29th, the Steamship Yale, made, without doubt, the fastest run of any American built commercial ship ever constructed.

In summing up for the turbine, we must remember that conditions have changed very rapidly in six and one-half years; the turbine has become "Lord of the Seas" in transatlantic fast ship service. The up-keep is much less than in the older type of engines, the shafting and propellers are much smaller, as the higher revolutions transmit the power with lighter parts. The only possible vibration is such as may come from the propellers; there is none from the engine. The weight of the engine in fast ships is considerably less, and the space somewhat smaller. The liability to break-downs is minimized, and the speed capacity is increased.

The commercially practical turbine is a child in years, though lusty in development, and the more one inquires into its value as a factor in marine operation, the more one is committed to the opinion of the canny Scot, that "the turbine engine has come to stop."

The Lake George Regatta

By G. WARING STEBBINS

THE power boat races on Lake George this year were particularly interesting because of the winning for permanent ownership of three valuable cups. One of these, the "Town Topics Cup," valued at $500, having been raced for six years, was secured by G. Waring Stebbins of Brooklyn who won it last year with his Carol I, and this year with his new boat Carol II. Le Grand C. Cramer of Troy, with his autoboat Wininnish won the Broesel Cup for the second time and may now hold it for all time. The third, a new cup established this year by the Hotel Sagamore, for a "long distance race for automobile boats" was also won by Wininnish, and this being an annual cup, becomes Cramer's property.

Wininnish is 40 ft. long, 6 ft. wide, and is planked with polished teak wood. She was built in 1906, and engined by a 6-cylinder 6in. x 6½in. Speedway Motor, giving about 80 H. P. at full speed. She is in no sense a racing machine, but has comfortable accommodations for eight people. Her record speed

CAROL II WHICH WON THE TOWN TOPICS CUP FROM NINE CONTESTANTS. HER AVERAGE SPEED IN THE RACE WAS 16.17 MILES PER HOUR.

of 25.65 m. p. h. is therefore the more creditable. Her rating is 93.56.

Carol II is 35 ft. long, 4 ft. 9 in. wide, and is engined by a 4-cylinder Buffalo, with cylinders 5¾in. x 6¾in., giving 40 H. P. at full speed. She is planked with polished mahogany, and is an admirable fast boat of medium power.

Her rating is 75.64, and her record on the straightaway is 17.07 m. p. h.

Bunny has a canoe stern and is planked with mahogany. Her engine is a regular Simplex 4-cylinder, 30 H. P. Her dimensions are approximately 37 x 5. Her rating is 71.75, and her record is somewhat over 16 m. p. h.

The Sagamore Cup Race was held on July 31st and was run under the auspices of the Regatta Association. The course was from the Hotel Sagamore to Temple Noe Island at Hague and return, thirty-two miles. The entries and results are as follows:

	Start	Finish	Elapsed Time
Pickie	11:30:25	1:45:31	2:15:06
Bunny	11:39:17	1:48:05	2:08:48
Shooting Star	11:52:13	Did not finish	.....
Ottogo	11:59 05	" " "	.....
Wininnish	12:02:04	1:38:25	1:36:21

WININNISH, WINNER FOR THE SECOND TIME OF THE BROESEL CUP. SHE ALSO CARRIED OFF THE NEW HOTEL SAGAMORE TROPHY. HER AVERAGE SPEED OVER THE COURSE WAS 24 MILES PER HOUR IN THE FORMER RACE AND 22 MILES IN THE LATTER.

The Ottogo which was a very new boat, had trouble with heated bearings, and Shooting Star had difficulty with the circulating pump. All the boats stopped on the course for one thing or another save Bunny which ran a fine race, but could not overcome her handicap. Wininnish stopped nearly nine minutes with ignition troubles. Her net running time was about 1 hour 28 minutes, or nearly 22 miles per hour.

The race for the Broesel Cup on Regatta day, Thursday, August 15th, was twice around a five mile triangle in Hague Bay and the three contestants ran a beautiful, faultless race. The splendid Wininnish won in the fast time of 25 minutes over a course with five turns. The elapsed time of the Shooting Star, the second boat, was 34:10, and that of Bunny which finished third, 37:34.

There were eleven entrants for the "Town Topics Cup" race, and all save one came to the starting line. The handicaps ranged from over seventeen minutes to less than one minute, Carol II, being scratch boat. The contest was four miles only, and that called for fast work for Carol to overcome the handicaps and mow down a field of nine boats, but she ran a perfect race and came across the line five minutes ahead of her nearest competitor. Her elapsed time was 14:51, while that of Media II owned by L. De F. Cone, which came in second, was 20:42. The third boat, The Owl, took 27:22 to cover the course.

All races were conducted by the Lake George Regatta Association, run under the rules of the American Power Boat Association, of which it is a member, and the courses at Hague are accurately surveyed.

The rowing, canoe, and four-oared barge races had excellent entry lists and were splendidly contested.

BUNNY AT TOP SPEED. SHE TOOK SECOND PLACE IN THE RACE FOR THE HOTEL SAGAMORE CUP AND THIRD IN THE BROESEL CUP CONTEST. AVERAGE TIME 15.91 MILES PER HOUR.

AN AUGUST REGATTA OF THE LITTLE FELLOWS OFF LARCHMONT, THE CENTER OF EASTERN SMALL BOAT RACING.

Résumé of August Races

CANADIAN YACHTING—ROYAL CORNWALL YACHT CLUB.

	Finish.	Elapsed Time.	Corrected Time.
	h. m. s.	h. m. s.	h. m. s.
Grayling	4 56 17	2 06 17	2 00 14
Whirl	4 56 41	2 06 41	2 00 47
Naomi	4 51 53	2 01 53	2 01 53
Gladys	5 03 43	2 13 43	2 13 19
Enid	5 15 09	2 25 09	2 15 00

Wave did not finish.

The 16-foot ballasted class started from off the club headquarters, rounded a buoy off George Street, another at east of Bay, covering this course three times, a distance of about nine miles. Start was at 3 p. m. Lenore finished at 4.21.07; Clip at 4.21.40.

ROYAL HAMILTON YACHT CLUB.

16-FOOT DINGHEY CLASS—START 3.20.

	Finish.
	h. m. s.
Simpson	4 12 00
Perry	4 13 20
B. Harvey	4 13 30
Eyres	4 13 35
Quarry	4 14 00
Janes	4 14 55
Cheyne	4 15 50
Marraw	4 15 50
Grace	4 21 00
Kelland	4 22 00
Mancue (did not finish)	.. .. ..

YAWL CLASS—START 3.15.

Cynthia	4 44 10
Athena	4 50 20
Naiad (did not finish)	.. .. ..

MOTOR BOATS—CLASS C.

Bonita	4	00	00	5	06	55
Skookum	4	05	00	5	14	55
Whisper	4	20	00	5	23	32

MOTOR BOATS—CLASS D.

Puff-Puff	4	34	00	5	17	05
E. C. B	4	31	00	5	18	25

EASTERN YACHT RACING CIRCUIT OF LAKE ONTARIO INTERNATIONAL CUP.

	Finish.
	h. m. s.
Crescent	1 27 00
Kathleen	1 29 30
Little Nell	1 35 00

CLASS Q.

	Finish.
	h. m. s.
Chiriya, Kingston	1 29 33
Latonka, Watertown	1 33 45
Pedro, Rochester	1 33 25
Edna B., Napanee	1 40 28
Valkyrie, Trenton	1 49 28

18-FOOT RATERS.

Juanita	1 41 34
Baby Grand	1 43 00
Viva	1 48 33
Alma	1 53 00

CLASS 33-FOOT.

Heather, Gananoque	1 14 00
Ogesta, Napanee	1 17 00
Thistle, Kingston	1 22 00
Vera, Napanee	1 27 00
Oleva, Brighton	1 31 00

QUEEN CITY YACHT CLUB, TORONTO.

First class yachts, start at 2.45. Halcyon, finished 4.19.

Special class yachts, start 2.50—Elaine, finished 4.38.45; Shearwater, disqualified.

14-FOOT DINGHIES—START 2.50.

	Finish.
	h. m. s.
J. Douglas	4 15 35
C. Beswick	4 19 30
P. Bonner	4 19 30
J. H. Murray	4 24 25
E. Smith	4 46 35
F. Martin	4 36 53

CLASS B—MOTOR BOATS—HANDICAP

	Start.	Finish.
Vesper (F. Ginn)	3 21 00	4 35 40
Madcap (C. H. Bolton)	3 17 40	4 35 53
Sunshine (F. Sparling)	3 15 30	4 54 30

FISHERMAN'S RACE, MASSACHUSETTS BAY.

FIRST CLASS.

	Elapsed Time.
	h. m. s.
Rose Dorothea, Marion Perry	5 05 34
Jessie Costa, Manuel Costa	5 08 08
James W. Parker, Atlantic Maritime Co	5 39 12

SECOND CLASS.

Frances P. Mesquita, Josef P. Mesquita	6 00 20
Helen B. Thomas, William Thomas	6 02 20

FIRST POWER BOAT RACE, EASTERN YACHT CLUB.

CLASS B—12½ MILES.

	Elapsed. Time.
	h. m. s.
Odd Fellow	1 22 58
Quicksilver	1 23 08
Magnolia	Withdrew

CLASS C—12½ MILES.

Susie	1 42 58

SECOND RACING CLASS—12½ MILES.

Hush	1 02 12
Farewell	1 14 04
Flea	1 08 12
Buzz	Withdrew

CLASS A—9½ MILES.

Mahdeen	1 04 02
Puffin III	1 10 16

CLASS D—6½ MILES.

Margaret	0 32 23
Admiral Togo	0 41 25
Constance	0 41 47
Mason	0 50 19
Alla Quippa	0 52 28
Fire Fly	1 00 21
Waukegan	1 03 40
Campbell	1 04 10

SECOND RACE—CLASS B.

Constance	1 09 30
Quicksilver	1 24 31
Admiral Togo	Withdrew

CLASS D.

Mason	0 49 47
Fire Fly	1 03 10
Campbell	1 09 26

SECOND RACING CLASS.

Hush	1 05 51
Flea	1 06 20
Farewell	1 11 13
Buzz	Withdrew

FIRST SPECIAL CLASS.

Sagamore III	1 24 24
Odd Fellow	Withdrew

SECOND SPECIAL CLASS.

Puffin III	0 43 36
Ox	0 44 39

WESTERN YACHTING. EVANSTON, ILL., YACHT CLUB. GRAVES CUP.

Winner—Soubrette.

JACKSON PARK YACHT CLUB, CHICAGO.

	Start.	Finish.	Elapsed Time.
Jackson Park	3 00	5 58 00	2 58 00
Chloris	3 00	6 22 01	3 22 01

DULUTH, MINN.

22-FOOT CLASS.

	Finish.
	h. m. s.
Sylph	7 24 35
Nemadji	7 31 00
Oneota	7 31 20
Allouez	7 32 10
O-at-ka	7 32 45
Pokegma	7 33 30

Start—6.30.

OPEN REGATTA, LAKEWOOD YACHT CLUB—FOR WINTER TROPHY.

Winner—Bonitwo.

MACATAWA BAY REGATTA.

35-FOOT CLASS.

Winner—Chloris.

RUNABOUTS.

Winner—Colleen.

30-FOOT CLASS.

Winner—Backhaute.

CRUISERS—21-FOOTERS.

Winner—Pilot.

TAWAS BEACH REGATTA—D. AND M. RAILWAY CUP RACE.

	Elapsed Time.
	h. m. s.
Spray—Price, Chicago	2 01 25
Ste. Claire—Sterling, Monroe	2 02 00
Cleveland—H. Cobb, Cleve.	2 03 30
Borealis—Davock, Alpena	2 03 40
Otsiketa—Jennings, Detroit	2 05 10
St. Elmo—Schmidt, Bay City	2 05 25

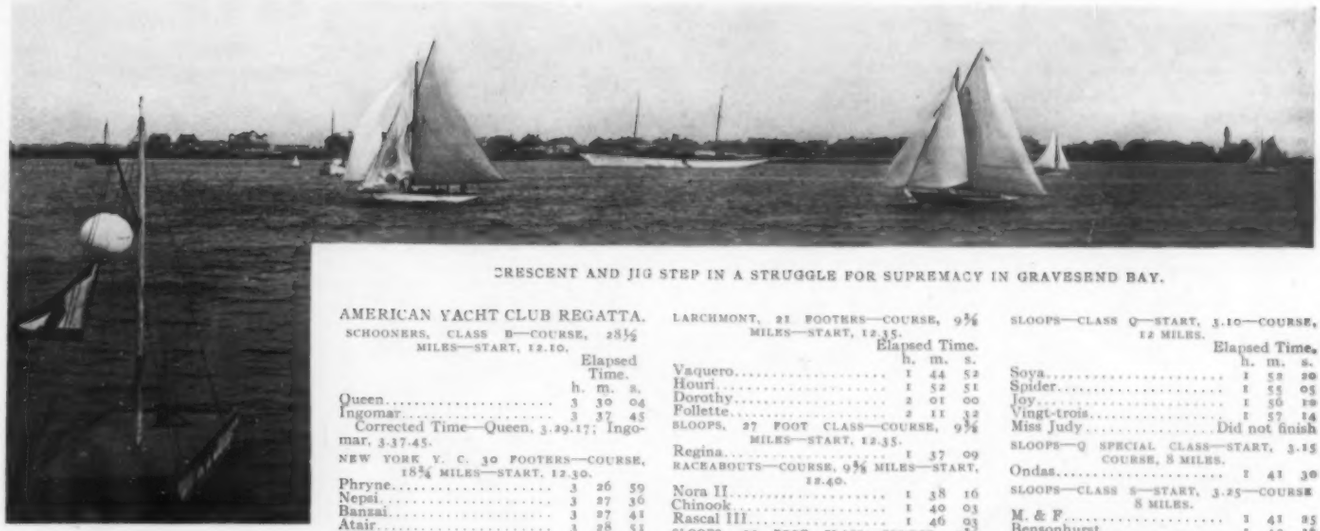
Pastime—Time not taken.

Iola—Time not taken.

MACATAWA BAY YACHT CLUB AND LAKE MICHIGAN YACHTING ASSOCIATION REGATTA—FIRST DAY.

Scows, Class A—Morning, Intruder, 1.22.07; Macatawa, 1.24.45, 1.18.30; Tiven, 1.24.34, 1.21.17; Bay-Hom-Ir, 1.26.30, 1.25.40; Problem, 1.27.05, did not finish.

Scows, Class B—Ettie, 1.30.20, 1.21.45; Flying Dutchman, 1.31.17, 1.25.07; Coyote, 1.27.05, 1.26.46; Omega, 1.30.30, 1.26.41; Larks Grace, 46 minutes; Budweiser, 59 minutes.



CRESCENT AND JIG STEP IN A STRUGGLE FOR SUPREMACY IN GRAVESEND BAY.

PITTSBURG LAUNCH CLUB MOTOR BOAT RACE.

Summary:

Event No. 1, for motor boats, 22 feet long and under up to and including five and one-half horse power—Ku Chu, first; Silbor, second; Victor, third; Nora, fourth. Time, 27 minutes.

Event No. 2, for motor boats of any length, having engines above five and one-half and up to 11 horse power, three miles—Helen, first; Katy Did, second; Mildred, third.

Event No. 3, for speed motor boats or power yawls, 15 miles—Sprinter, first; Water Witch, second. Ireland and Lily and Rose did not finish.

Event No. 4, for motor boats, 22 to 30 feet long, with engines from 11 to 20 horse power—six miles—Hornet, first; Tranter, second.

Event No. 5, for motor yawls, having engines up to and including 11 horse power, six miles—Libby, first; Condolier, second. Time, 15 minutes.

Captain William B. Rodgers of the Troubadour, and M. M. Garland, surveyor of the port, were the judges.

SEAWANHAKA CORINTHIAN YACHT CLUB.

RACE FOR 15-FOOTERS—START, 3.20

	Elapsed Time. h.	m.	s.
Sabrina	1	26	20
Grayling	1	33	35
Imp	1	32	39
Grilse	1	36	20
Thelema	1	36	30

SPECIAL RACE FOR 15 FOOTERS—START, 3.25—COURSE, 13 MILES.

Imp	1	37	55
Grilse	1	41	36
Sabrina	1	42	10
Grayling	1	42	40
Alyn	1	42	58
Moranto	1	44	58
Thelema	1	45	55

RACE FOR FELLOWS CUP, GRAVESEND BAY.

FELLOWS CUP RACE—START, 10.00—COURSE, 8 MILES.

	Finish. h.	m.	s.	Elapsed Time. h.	m.	s.
Nereid	11	36	31	1	36	31
Bensonhurst	11	39	55	1	39	55

Nereid beat Bensonhurst 3 minutes 24 seconds.

SLOOPS—CLASS P, 22 TO 27 FEET—COURSE, 6 MILES—START, 3.05.

Sue, E. P	Withdrew.					
Sakana	Not timed.					

SLOOPS—CLASS Q, 18 TO 22 FEET—COURSE, 6 MILES—START, 3.10.

Spider	6	05	30	2	55	38
Joy	6	11	43	3	01	43
Soya	Withdrew.					
Vingt-trois	Withdrew.					

SLOOPS—CLASS Q, SPECIAL—COURSE, 4 MILES—START, 3.15.

Ondas	Withdrew.					
Careless	6	05	05	2	50	05

SLOOPS—CLASS R, UNDER 15 FEET—COURSE, 4 MILES—START, 3.25.

Bensonhurst	6	10	53	2	45	58
Nereid	6	15	54	2	50	54
New Moon	6	17	00	2	52	00
Blue Bill	6	12	03	3	07	03
M. & F	6	38	02	3	13	02
Goblin	Withdrew.					
Gunda	Withdrew.					

GRAVESEND DORIES—COURSE, 4 MILES START, 3.35.

The Joker, Cherub, Bobs, Deuce, Ace, Nancy and Masque started. None finished in time.

AMERICAN YACHT CLUB REGATTA.

SCHOONERS, CLASS B—COURSE, 28½ MILES—START, 12.10.

	Elapsed Time. h.	m.	s.
Queen	3	30	04
Ingomar	3	37	45

Corrected Time—Queen, 3.29.17; Ingomar, 3.37.45.

NEW YORK Y. C. 30 FOOTERS—COURSE, 18¾ MILES—START, 12.30.

Phryne	3	26	59
Nepsi	3	27	36
Banzai	3	27	41
Atair	3	28	51
Adelaide	3	28	46
Minx	3	28	50
Alera	3	29	33

HANDICAP CLASS, FIRST DIVISION—COURSE, 9⅝ MILES—START, 12.35.

Thelema	1	40	22
Tanya	1	40	42
Trixie	1	39	59

Corrected Time—Thelema, 1.36.52; Tanya, 1.38.12; Trixie, 1.39.59.

HANDICAP CLASS, SECOND DIVISION—COURSE, 9⅝ MILES—START, 12.35.

Tomboy	1	49	50
Jolly Roger	1	46	59
Jolly Tar	1	55	29

Corrected Time—Jolly Roger, 1.35.58; Tomboy, 1.43.27; Jolly Tar, 1.53.21.

HANDICAP CLASS, THIRD DIVISION—COURSE, 9⅝ MILES—START, 12.35.

Rascal	1	46	18
Huntress	1	43	12
Kenosha II	1	51	18
Ariel	1	55	36
Monsoon	1	51	17

Corrected Time—Huntress, 1.42.10; Rascal, 1.42.02; Kenosha II., 1.46.08; Ariel, 1.55.36—Monsoon, 1.47.09.

HANDICAP CLASS, FOURTH DIVISION—COURSE, 9⅝ MILES—START, 12.35.

Vivyen	2	05	41
Arrow	1	45	46
Wink	1	53	28

Corrected Time—Wink, 1.44.29; Arrow, 1.45.46; Vivyen, 1 56.42.

LARCHMONT, 21 FOOTERS—COURSE, 9⅝ MILES—START, 12.35.

	Elapsed Time. h.	m.	s.
Vaquero	1	44	52
Houri	1	52	51
Dorothy	2	01	00
Follette	2	11	32

SLOOPS, 27 FOOT CLASS—COURSE, 9⅝ MILES—START, 12.35.

Regina	1	37	09

RACEABOUTS—COURSE, 9⅝ MILES—START, 12.40.

Nora II	1	38	16
Chinook	1	40	03
Rascal III	1	46	03

SLOOPS, 22 FOOT CLASS—COURSE, 9⅝ MILES—START, 12.45.

Manhasset	1	35	05
Capsicum	1	38	22

SLOOPS, 18 FOOT CLASS—COURSE, 9⅝ MILES—START, 12.45.

Ogeemah	1	51	34
Hamburg	1	58	53
Nora	2	02	34

NEW ROCHELLE ONE DESIGN CLASS—COURSE, 9⅝ MILES—START, 12.50.

Echo	2	04	23
Mischief	2	05	00

DUG CLASS—COURSE, 9⅝ MILES—START, 12.50.

Skeeter	2	04	57
Lady Bug	2	04	34
Scarab	2	05	34

AMERICAN Y. C. DORIES—COURSE, 9⅝ MILES—START, 12.50.

Tautog	2	18	52
Teddy	2	26	03

LEMBCKE CUP RACE.

	Finish. h.	m.	s.
Winner, New Moon	4	43	00
Second, Nereid	4	44	09

ATLANTIC YACHT CLUB, MID-SUMMER REGATTA.

SLOOPS AND YAWLS—CLASS P—START, 3.05 COURSE, 12 MILES.

	Elapsed Time. h.	m.	s.
Sue	1	48	39
Sakana	*1	48	47

*Corrected Time—Sakana, 1.44.59.

ONE OF THE CONTESTANTS IN THE HALIFAX DORY RACE FOR THE LOVETT CUP.

SLOOPS—CLASS Q—START, 3.10—COURSE, 12 MILES.

	Elapsed Time. h.	m.	s.
Soya	1	52	20
Spider	1	55	05
Joy	1	56	19
Vingt-trois	1	57	14
Miss Judy	Did not finish		

SLOOPS—Q SPECIAL CLASS—START, 3.15 COURSE, 8 MILES.

Ondas	1	41	30

SLOOPS—CLASS S—START, 3.25—COURSE 8 MILES.

M. & F	1	41	25
Bensonhurst	1	42	16
New Moon	1	43	08
Nereid	1	43	35
Gunda	1	44	30
Goblin	1	45	35
Blue Bill	1	46	08

DORIES—CLASS X—START, 3.35—COURSE, 4 MILES.

Masque	1	01	10
Ace	1	02	10
Nancy	1	02	40
Joker	1	02	57
Bobs	1	04	50
Deuce	1	08	15
Cherub	1	09	15

BELLE HARBOR YACHT CLUB.

SPECIAL RACE FOR SMALL SLOOPS—START, 3.35—COURSE, 6.2 MILES.

	Elapsed Time h.	m.	s.
Uno	1	03	16
Coots	1	04	30
Glad Hand	1	15	12

CANARSIE YACHT CLUB REGATTA.

CABIN SLOOPS—START, 3.35—COURSE, 10 MILES.

	Elapsed Time. h.	m.	s.
Keyo	1	45	95
Kit	1	52	55
Yank	1	56	52

Corrected Time—Keyo, 1.45.95; Kit, 1.45.47; Yank, 1.50.45.

OPEN SLOOPS—START, 3.35—COURSE, 10 MILES.

Psyche	1	57	32

CABIN CATBOATS—START, 3.40—COURSE, 10 MILES.

Win or Lose	1	54	32
Gertrude	Disabled		

OPEN CATBOATS—START, 3.45—COURSE, 10 MILES.

Nono	2	03	35
Vision	2	02	58
Coddie	2	02	17

Corrected Time—Vision, 1.55.18; Coddie, 1.56.47; Nono was disqualified.

LAUNCHES—START, 3.50—COURSE 10 MILES.

Lester	1	56	30
Myra	1	56	55
*Tuscarora	1	13	00
*Kenoosha	1	57	55

*Special class.

BROOKLYN YACHT CLUB REGATTA

SLOOPS—CLASS P—START, 3.05—COURSE, 12 MILES.

	Elapsed Time h.	m.	s.
Sue	2	11	27
Sakana	2	18	37

Corrected Time—Sakana, 2.14.49.

SLOOPS—CLASS Q—START, 3.10—COURSE, 12 MILES.

Spider	2	20	47
Vingt-trois	2	23	03
Soya	2	24	08
Joy	2	24	48
More Trouble	2	32	22
Quest	2	47	00

SLOOPS—Q SPECIAL CLASS—START, 3.15 COURSE, 12 MILES.

Careless	2	38	50
Spots	2	40	24
Truant	2	56	13

Corrected Time—Spots, 2.38.37; Careless, 2.38.50; Truant, 2.55.45.

SLOOPS—CLASS S—START, 3.25—COURSE, 8 MILES.

M. and F	1	53	23
New Moon	1	54	47
Bensonhurst	1	55	03
Gunda	1	57	55
Goblin	1	58	19
Nereid	2	04	52
Blue Bill	Did not finish		

DORIES—CLASS X—START, 3.35—COURSE, 4 MILES.

	Elapsed Time. h.	m.	s.
Bobs	1	06	20
Joker	1	08	20
Nancy	1	09	48
Ace	1	12	08
Deuce	1	14	08
Cherub	1	14	52
Jack	1	15	07

HORSESHOE HARBOR YACHT CLUB REGATTA.

N. Y. Y. C. 30-FOOT CLASS—START, 1.15 COURSE, 10 MILES.

	Finish. h.	m.	s.	Elapsed Time. h.	m.	s.
Adelaide	4	12	36	2	57	36
Nepei	4	15	47	3	00	47
Banzai	Did not finish.					
Alera	4	11	36	2	56	36
Atair	4	11	25	2	56	25

HANDICAP CLASS, FIRST DIVISION—START, 1.25—COURSE, 10 MILES.

Thelema	4	22	08	2	57	08
Mist	4	37	37	3	12	37

RACEABOUT CLASS—START, 1.35—COURSE, 10 MILES.

Nora	4	37	08	3	02	08
Chinook	4	23	45	2	48	45
Rascal III	4	33	51	2	58	51

HANDICAP CLASS, SECOND DIVISION—START, 1.40—COURSE, 10 MILES.

Tanboy	5	03	40	3	23	40
Howdy	Did not finish.					
Rascal	4	47	50	3	07	50
Grasshopper	5	17	11	3	37	11

HANDICAP CLASS, THIRD DIVISION—START, 1.40—COURSE, 10 MILES.

Huntress	5	11	10	3	26	10
Okee	5	50	10	4	10	10
Kenosha	5	50	57	4	05	57
Grace II	6	11	13	4	31	13
Wink	5	48	51	3	53	51
Montauk	5	13	20	3	28	20
Firefly	5	03	50	3	18	50
Arrow	5	04	21	3	19	21
Miss Modesty	5	15	48	3	30	48

LARCHMONT, 21-FOOT CLASS—START, 1.45 COURSE, 10 MILES.

	Finish. h.	m.	s.	Elapsed Time. h.	m.	s.
Vaquero	5	01	27	3	16	27
Dorothy	5	00	39	3	15	39
Houri	5	01	38	3	16	38
Follette	5	10	40	3	25	40

SLOOPS, CLASS R—START, 1.50—COURSE, 10 MILES.

Hannbury	5	52	34	3	44	34
Hun	5	48	56	3	58	56
Virginia	Did not finish.					

CATBOATS, CLASS R—START, 1.50—COURSE, 10 MILES.

Arline	6	02	57	4	12	57
Thelma	6	06	04	4	16	04
Fairy	6	03	34	4	13	34
Marjorie	Did not finish.					
Grace	6	25	00	4	35	00
Miriam	Did not finish.					

MANHASSET BAY Y. C. ONE DESIGN—START, 1.55—COURSE, 10 MILES.

Arizona	6	06	30	4	11	30
Ahoy	Did not finish.					

RHODE ISLAND ONE DESIGN—START, 1.55 COURSE, 10 MILES.

Lady G	4	38	47	2	43	47
Mystic	6	02	32	4	07	32

INDIAN HARBOR ONE DESIGN—START 1.55 COURSE, 10 MILES.

Anawanda	Did not finish.					
Owatonna	6	18	05	4	23	05
Wa Wa	6	17	48	4	22	48

NEW ROCHELLE CATBOATS—START 2 P. M. COURSE, 10 MILES.

Mischief	4	34	31	2	34	31
Nereid	4	39	00	2	39	00

BRIG CLASS—START, 2 P. M.—COURSE, 5 MILES.

Skeeter	4	24	52	2	24	52
Dragon Fly	4	30	30	2	30	30
Cricket	4	37	30	2	37	30
Hornet	4	38	47	2	38	47
Scarab	4	29	39	2	29	39
Big Bug	4	29	07	2	29	07
Lady Bug	4	32	25	2	32	25

SPECIAL HORSESHOE HARBOR CLASS—START, 2 P. M.—COURSE, 5 MILES.

	Finish. h.	m.	s.	Elapsed Time. h.	m.	s.
Indra	4	47	55	2	47	55
Quinsigamond	4	38	58	2	38	58

CATBOATS—15-FOOT CLASS—START, 2 P.M. COURSE, 5 MILES.

To-To-San	5	09	00	3	09	00
Queenie	4	55	32	2	55	32
Fun	5	08	53	3	18	53
Rowsail	5	47	10	3	47	10

MILTON POINT CATS—START, 2 P. M.

Inez	4	35	30	2	35	30
Frolic	4	34	26	2	34	26

AMERICAN DORY CLASS—START, 2 P. M. COURSE, 5 MILES.

Tautsy	5	02	41	3	02	41
Faraway	5	05	19	3	05	19
Lenora	Did not finish.					
Teddy	5	10	52	3	10	52
Ruth	5	09	13	3	09	13

MANHASSET Y. C. DORIES—START, 2 P. M. COURSE, 5 MILES.

Seadsy	4	41	33	2	41	33
Y 1	4	44	19	2	44	19
Y 4	4	38	48	2	38	48
Y 6	4	36	12	2	36	12

SEA CLIFF YACHT CLUB REGATTA.

Winner—Jolly Roger.

ONE DESIGN CLASS.

Winner—Spoonbill.

ATLANTIC YACHT CLUB REGATTA.

SLOOPS—CLASS P, 22 TO 27 FEET—COURSE 10.5 MILES—START, 3.05.

	Elapsed Time. h.	m.	s.
Sue	2	30	05
Sakana	2	40	43

Corrected Time—Sue, 2.30.05; Sakana, 2.36.55.

SLOOPS—CLASS Q, 18 TO 22 FEET—COURSE, 10.5 MILES—START, 3.10.

	Elapsed Time. h.	m.	s.
Joy	2	37	03
Spider	2	37	50
Soya	2	39	11
More Trouble	Withdrew		

SLOOPS—CLASS Q, SPECIAL—COURSE, 8 MILES—START, 3.15.

Spots	1	38	50
Careless	Disabled		

SLOOPS, CLASS S UNDER 15 FEET—START, 3.25—COURSE, 8 MILES.

Bensonhurst	1	41	14
Blue Bill	1	41	25
New Moon	1	42	41
Nereid	1	44	41
Goblin	1	47	13
Gunda	Withdrew		

GRAVESEND DORIES—START, 3.35—COURSE, 4 MILES.

Joker	56	10	
Masque	56	34	
Jack	56	37	
Nancy	57	15	
Cherub	58	02	
Deuce	59	03	
Ace	1	00	32
Bobs	1	02	30

ATLANTIC YACHT CLUB REGATTA.

SLOOPS—CLASS Q—START, 3.15—COURSE, 8 MILES.

	Finish. h.	m.	s.	Elapsed Time. h.	m.	s.
Soya	4	51	35	1	36	35
Joy	4	54	08	1	39	08
Vingt-trois	4	56	56	1	41	56

CLASS S—START, 3.20—COURSE, 8 MILES.

Gunda	5	23	14	2	03	14
Nereid	5	24	41	2	04	45
Blue Bill	5	26	21	2	06	21
Goblin	5	26	40	2	06	40

CHIP II, LAST YEAR'S CHAMPION, OWNED BY J. WAINWRIGHT, WINNER FOR THE SECOND TIME OF THE GOLD CHALLENGE CUP.

The Gold Cup Motor Boat Races at Chippewa Bay

By ALEXANDER J. LINDSAY

THE long looked for American Power Boat Association races were held at Chippewa Bay on August 14th and 15th. The entries were as follows:

No.	Boat	Club	Rating	Starting Time
14	Chip II	Chippewa	61 38	2 30 00
15	Vingt-trois	Frontenac	67 54	2 39 38
16	Delawana	Clayton	69 41	2 42 17
17	Stranger	Thousand Islands	95 10	3 07 37
18	Pirate	St. Lawrence River	104 38	3 13 42

Owners: J. Wainwright, J. P. Gillespie, W. C. Irwin, F. G. Bourne, C. N. Peacock.

Last year's champion, Chip II, duplicated her record and won all three races which did not cause much comment as her victory had been taken as a foregone conclusion.

The race on Wednesday morning was run in a gale and the heavy seas filled the Vingt-trois, compelling her to slow down thus eliminating any chance she had.

BEFORE THE RACE—A BUSY MOMENT ON THE JUDGES' STAND.

The time was:

Boat	Start	First Round	Finish	Elapsed Time	Points
Chip II	11 30 00	12 17 18	1 01 06	1 31 06	5
Vingt-trois	11 39 38	12 25 59	1 43 55	.....	..
Delawana	11 42 17	12 23 41	1 04 23	1 22 06	4
Stranger	12 07 37	12 41 01	1 13 55	1 06 18	3
Pirate	12 13 42	12 47 56	1 22 56	1 09 14	2

Afternoon Race, August 14th

Boat	Start	First Round	Finish	Elapsed Time	Points
Chip II	3 30 00	4 15 57	5 00 44	1 30 44	5
Delawana	3 42 17	4 23 23	5 04 00	1 21 43	4
Stranger	4 07 37	4 41 57	5 15 02	1 07 25	3
Pirate	4 13 42	4 48 00	5 22 16	1 08 34	2

Race, August 15th

Boat	Start	First Round	Finish	Elapsed Time	Points
Chip II	2 30 00	3 13 23	3 56 43	1 26 43	5
Delawana	2 42 17	3 21 15	4 00 25	1 18 08	4
Stranger	3 07 37	3 40 22	4 12 33	1 04 56	3
Pirate	3 13 42	3 53 23	4 30 09	1 16 27	2

Awards were made on the basis of one point for starting and one point for every beaten boat, Vingt-trois considered a starter in all races.

As there were no protests Chip II was declared the winner and the much coveted Gold Challenge Cup went to the Chippewa Yacht Club for the fourth successive time.

CHIP II IN HER WINNING DASH IN THE FINAL HEAT.

The high winds died away about noon on Wednesday and as a result a large fleet of small boats were out on that afternoon and Thursday morning.

Two boats which had been expected to enter failed to do so. Guess III was not ready and So Long II did not get weighed in time. The Race Committee consisted of R. H. Eggleston of New York, representing the Thousand Island Yacht Club, Anson B. Cole, Secretary of the American Power Boat Association and S. Gilbert Averell of the Chippewa Yacht Club.

The one surprise of the contest was the showing made by the second boat, Delawana, owned by Walter Irwin, son of May Irwin, the actress, who has a cottage on one of the islands in the St. Lawrence. This boat was built at Clayton last year and nobody expected her to be so near the victor at the finish or to be such a consistent performer.

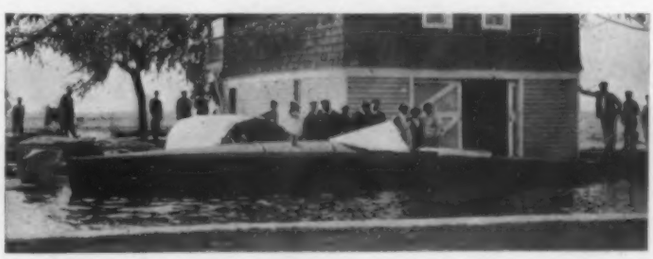
The cup offered for the best average time was won by Commodore F. G. Bourne's Stranger. In the last race she went at the rate of twenty-seven and one-half miles per hour over the entire course. Stranger is a new craft and she is one of the most graceful motor boats ever built. There is hardly any commotion in her wake and when rounding a buoy she does not throw water.

PIRATE, OF THE ST. LAWRENCE RIVER YACHT CLUB, ONE OF THE CONTESTANTS.

The starts were good with the exception that in the first race Chip lost a minute and a quarter because of engine trouble. After crossing the finish line Delawana became unmanageable and quickly drifted toward the rocks but was saved by a launch.

It was regretted that clubs from distant points did not enter boats in this contest. Evidently they have concluded, after several unsuccessful attempts in former years, that the wresting of victory from the Thousand Island collection of flyers is a hopeless task—for them at least. It is invading the enemy's country with a vengeance to try conclusions with the craft of these waters, for this portion of the St. Lawrence is truly the home of the motor boat.

The results were satisfactory to all but the inexperienced who looked for the impossible in the way of a bows-apart finish after a race over a thirty-mile course. However, the results show that the new rules do not equalize speed much better than the old ones did and that they are not good for boats in classes so far apart as Chip II and Pirate. A different handicapping system is necessary. The statistics follow:



STRANGER WHICH WON THE CUP OFFERED FOR THE BEST AVERAGE TIME. IN THE LAST RACE, SHE AVERAGED 27½ MILES PER HOUR.

Boat	Engine	No.	Cylinders Area	Stroke	Compressors Area	Stroke	H.P.	L.W.L.
Chip II	Leighton	2	12 56	10	21 12	6	15 37	30 22
Vingt-trois	Fairbanks	3	15 90	4½	.. ..	.	21 04	30 25
Delawana	Fairbanks	3	.. ..	4½	.. ..	.	21 04	31 25
Stranger	Simplex	4	38 48	....	.. ..	.	76 90	38 25
Pirate	Trebert	8	33 18	....	.. ..	.	132 72	39 54

PIRATE—THE WAVE AT THE SIDE AND THE STERN SPRAY INDICATE HER TREMENDOUS SPEED.

WORKING TOPSAILS, OR NONE—INGOMAR AND ELM

ELMINA IN A "BATTER" OF WIND AND SEA.

START OF THE FIRST RACE FOR THE LIPTON CUP — JACKSON PARK LEADING WITH CHERRY CIRCLE, C. A. A., QUIEN SABE AND YO SAN FOLLOWING IN THE ORDER NAMED.

The Lipton Cup Races on Lake Michigan

By J. M. HANDLEY

Photographs by R. H. Hall

RACING for the Sir Thomas Lipton Competitive Cup of the Columbia Yacht Club proved again the fallacy of the belief that any type of boat will win in these waters and under the local sailing conditions. Lake Michigan wind and waves are peculiar to that great inland sea. A winner elsewhere is not necessarily a winner there and eastern designers who expect to build for local competition might with profit make a trip West to study these factors carefully from every angle.

Cherry Circle, designed by Morgan Barney and C. D. Mower, for the second time carried off the big small boat trophy of the Great Lakes and showed one of the most startling reversals of form that had come to the notice of local sailors in some time. When this boat won the Lipton Cup in 1906 she was described as "delicate, a fast boat in light airs, but unable to carry canvas in a heavy blow or ugly sea." This season she proved a loser in light airs, not only to Spray, which by the way had been renamed C. A. A. by the Chicago Athletic Association's racing syndicate, but to the old Milwaukee which had been renamed Jackson Park by the Jackson Park Yacht Club.

All this happened in the first race and those who had freely predicted that the unbeaten C. A. A. would have a walk away of the race, took on a satisfied "I told you so" air and offered fabulous odds on the final result. The conditions for the first race were light winds and smooth seas, a course that did not furnish a beat to windward on any of its three legs and very little handling of canvas to take care of.

CHERRY CIRCLE WINNER FOR THE SECOND TIME OF THE LIPTON TROPHY — THIS PICTURE SHOWS HER HIGH NARROW SAIL PLAN.

When the starting hour of the second race came there was a twenty-five mile southwester blowing and a nasty chop of a sea. The course was three miles to windward and leeward sailed twice over. Here Cherry Circle, the supposed light weather boat whose defeat on the occasion of the first race was admitted to have put her entirely out of the calculations, loomed up and after a smashing race won well off by herself in most impressive style. "Billy" Avery, who sailed her, surprised those who had never given him credit for being anything but an ordinary, every day, go-as-you-please skipper. He sailed his boat with consummate skill and the work shown by his crew was the best ever seen in this end of the big lakes. This is saying a good deal but the events warrant every word of it. If good sailing and good team work ever won a race it was in this second contest for the Lipton Cup. Spray suffered a breakdown which helped put her back, but when it came Cherry Circle had assumed such a commanding position and lead that nothing but the hardest kind of luck could have robbed her of first honors.

The races being sailed on the percentage plan the third contest was full of possibilities. Cherry Circle and Jackson Park were tied for first place with a first and a third for the former boat and two seconds for the other. C. A. A. was next with twenty points less, having a first and a fourth to her credit. It was evident that even if C. A. A. would win the last race she could only tie one of the two leading boats for first place, while if victory

came to either Cherry Circle or Jackson Park it meant a victory for that boat in the series. Jackson Parkers decided on a strategic move in an effort to clinch the last race. Commodore Simonton who had sailed the Park boat in both previous races is comparatively a newcomer at the racing game so he decided to entrust his boat's chances to a more experienced hand and secured George Peare to sail the south park challenger. Peare has always been considered the crackerjack skipper of the Great Lakes and the shift in the helmsman of the speedy Jackson Park sent her chances booming. After Avery's splendid handling of Cherry Circle in the former race it was realized that here would be a struggle worth watching. Those who saw the race will admit that a more thrilling contest between yachts has never been sailed on these waters. And Cherry Circle won—by a bowsprit length.

C. A. A., CHERRY CIRCLE AND JACKSON PARK JOCKEYING FOR START IN THE FIRST RACE.

The wind was a heavy norther with a big sea running that tumbled solid green water over the contestants and drove them rail down from start to finish barring a short run before the wind. The four sided course developed two reaches, a run and a thresh to windward and again superior work on Cherry Circle enabled her to win by a bowsprit length after a disastrous accident had nearly put her out of the contest and brought the finish down to fractional seconds. C. A. A. handicapped by the heavy sea and wind was the tailender, losing third place by another finish of the spectacular order, Quien Sabe, one of the old challengers giving the erstwhile champion the worst of it in a rattling finish.

Taken as a whole the series proved a great success. It vindicated the seamanship of Chicago sailors; it furnished the downfall of a boat that was considered so superior to all yachts in the race as to jeopardize the future of the class by her advent to local waters and above all it furnished the greatest racing seen on local waters in some time. If it was disappointing in the number of starters which made up the competing fleet, the disappointment was overcome by the class of the contests and the excellence of the arrangements.

There was only one protest filed and that was made by Fred A. Price, skipper of C. A. A., on purely technical grounds and was thrown out, also on technical grounds.

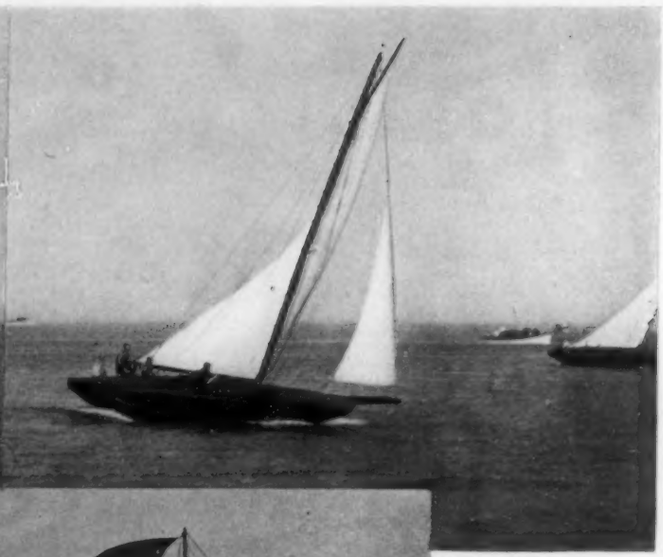
In the first race five boats came to the line Cherry Circle and C. A. A., representing the Chicago Athletic Association; Quien Sabe and Yo San carrying the Columbia Yacht Club burgee and Jackson Park fluttering the pennant of the south shore Park Club. Accompanying the contestants was the largest gallery that ever followed a race at Chicago. Everything that could spread canvas, dozens of motor launches, steam yachts and power boats of every description pressed around the starting line eager to see the great C. A. A. under canvas.

C. A. A. LEADING THE FLEET IN THE FIRST RACE.

When the starting signal was given a light breeze from the East had set in and the gun sent the boats away in close order with Jackson Park swinging past the stake buoy first, hugging the mark so closely that none could get in to weather of her. Simonton found he could hold a true course for the first mark and while he worked out to weather a bit he soon set his course and looked formidable as he bowled along. Holmes shot Quien Sabe in right behind Jackson Park and Cherry Circle, C. A. A. and Yo San followed over in the order named. Price settled his craft to her work at once and gradually worked out to weather of Cherry Circle and passed Quien Sabe. Footing fast and pointing well in the light airs, C. A. A. slipped through the fleet like a ghost until only Jackson Park was ahead and she was being overhauled at a great rate. It looked as though the Park skipper might have given C. A. A. a hard job working out from under his lee had he tried, but he held his course true and C. A. A. passed him to windward and when nearing the first stake boat, swung into the lead. From there Price was never headed. Slowly but surely he increased his advantage all the way. The second leg was a run with the wind on the beam. Balloon jibs were set but a slight shift in the fluky breeze caused the reach to become a close haul and they went to the second buoy with flat sheets, C. A. A. gaining at every leap. The third leg was a spinnaker run and the Detroit crew showed the best work in getting on the light canvas. Jackson Park and Cherry Circle meanwhile had been indulging in a luffing match and came to the second boat so close together that a foul looked imminent. Indeed it is likely that Jackson Park did foul the buoy but no protest was filed and when the two boats squared away for the run to the starting buoy neither was in a hurry to break out spinnakers as it was a question whether to start a luffing match or not. Cherry Circle decided to rely on its speed and set balloon jib and spinnaker, and Simonton followed suit. With all running canvas set, Avery played to blanket Jackson Park and the pair nearly raced each other off the lake in a luffing match.

When Avery thought he had Simonton where he would be compelled to jibe he ported his helm and shot down for the line, making one of the prettiest standing jibes with spinnaker and balloon set, ever seen in these waters. It was lightning work but it did not avail as Jackson Park by clever tactics managed to hold the wind without jibing and so kept the

C. A. A. RUNNING DOWN TO THE FINISH LINE IN THE OPENING RACE WHICH SHE WON.



CHERRY CIRCLE IN A REACH FOR THE SECOND MARK ON THE FIRST DAY.

C. A. A. SHOWING HER HEELS TO YO SAN JUST AFTER CROSSING THE STARTING LINE IN THE SECOND RACE. THE SLOOP WITH THE ORIENTAL NAME HAD GOT AWAY IN THE LEAD.

advantage and the weather position at the buoy. Avery had to make room at the turning stake and Simonton shot in close and swung round into the close hauled run for the outer mark with a lead of a couple of seconds. On the reach out Avery held way up to windward, evidently feeling for a shift of wind which he had an impression would put Cherry Circle in commanding position over Jackson Park. The shift did not materialize and Jackson Park increased her lead to nearly a minute. The run to the northeasterly mark enabled Jackson Park to pick up quite a bit on C. A. A. and when they rounded, Cherry Circle was overhauling Jackson Park. The spinnaker run to the finishing line was a beautiful sight and the enormous fleet that lined the last two miles tooted and cheered the Price boat as it sped to the finishing line with a lead of a quarter of a mile. Cherry Circle had again hauled up on Jackson Park and it looked as though Avery had enough speed to gain second place but the distance was not quite enough and he lost by fifteen seconds. Quien Sabe was fourth and Yo San fifth. Here is the table of the time keeper:

FIRST LIPTON CUP RACE—SATURDAY, AUGUST 17, 1907.

	Start	First Mark	Second Mark	First Round	First Mark	Second Mark	Finish
C. A. A.	2:15:00	2:33:40	2:50:10	3:13:30	3:37:58	3:54:00	4:13:36
Jackson Park	2:15:00	2:33:59	2:52:15	3:16:00	3:39:39	3:55:55	4:17:20
Cherry Circle	2:15:00	2:36:50	2:52:17	3:16:05	3:40:35	3:56:44	4:17:40
Quien Sabe	2:15:00	2:35:16	2:55:40	3:18:52	3:45:12	4:02:40	4:25:44
Yo San	2:15:00	2:37:55	2:58:10	3:22:30	3:47:40	4:04:10	4:26:07

The percentage table gave the boats the following number of points for their respective positions in the race:

C. A. A.	100	Cherry Circle	60
Jackson Park	80	Quien Sabe	40
		Yo San	20

The second race sailed on Monday, August 19th, was over a windward and leeward course, three miles to the leg making twelve miles in all, the course having to be sailed over twice. A twenty-five knot southwester which came across the city in fierce burning puffs that at times ran up to a velocity of thirty-five miles sent every boat to the starting line with three and four reefs in the mainsail and storm jib up. The yachts slammed across the line, all in a huddle, with Yo San first and C. A. A., Jackson Park, Cherry Circle and Quien Sabe following in the order named.

Spinnaker poles were run out and running canvas was set immediately. Cherry Circle's crew showed its mettle by quick work in getting the big spinnaker to drawing and Avery sent his light canvas men out on the boom. They shook all the reefs out of the mainsail in surprising time. None of the other boats followed Avery's lead in shaking out reefs and C. A. A., which had held the lead, dropped way back. The good work of the Cherry Circle crew came into play again when nearing the mark. Timing himself to a nicety Avery had the reefs put back in his mainsail and everything was tautened down and snugged away just as the stake boat was alongside. The big spinnaker fluttered off of the pole back in behind the mainsail. The pole was swung inboard just as the glistening bottom of the boat loomed up to view when heeled to the wind on the port tack and the spectators that had managed to keep pace with the flying racer cheered the quick work until they were hoarse. Avery showed his knowledge of local conditions by holding on a long port tack. By doing this he ran in behind the government breakwater where he could get the wind and avoid the choppy waves. The wisdom of his course was soon evident. His boat simply ran away from the fleet on this leg and the beat to windward developed into a procession with every boat on its own hook and Cherry showing the way around. C. A. A. had a slight mishap here which helped to put her back. Her throat halyards parted and sail had to be lowered. It did not take long to reeve a new halyard but the Price boat which was already beaten, dropped further and further astern. C. A. A. was collared by Quien Sabe and the old boat and the new one had it out hammer and tongs to the mark. C. A. A. was unable to hold quite high enough and Quien Sabe, by making the mark on the starboard tack, swung around with a lead of a few seconds. Jackson Park was apparently out of it for awhile but Simonton persevered and made up lots of lost ground. Sam Burdette realized that Yo San was hopelessly outclassed.

On the second run down the wind Cherry Circle's crew again showed its superiority in handling canvas. Although he had a lead of almost seven minutes her skipper took no chances but again shook out his reefs for the run to the leeward stake boat and went down the course like a scared greyhound. The beat home was another revelation of what this much improved boat could do and Avery swung around to the finishing mark with nothing else in sight, a heavy haze of smoke covering the water and obscuring the other contestants.

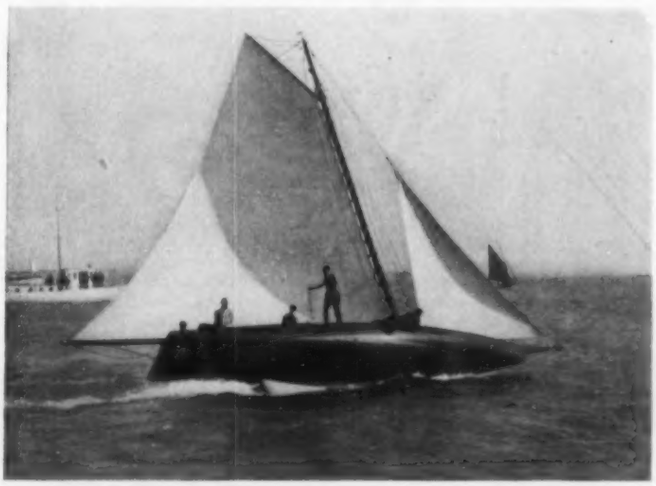
The official time was

	Start	First Mark	First Round	Outer Mark	Finish
Cherry Circle	2 15 00	2 39 30	3 35 15	3 58 42	4 54 48
Jackson Park	2 15 00	2 41 10	3 46 10	4 09 45	5 06 05
Quien Sabe	2 15 00	2 20 42	3 42 04	4 05 50	5 07 10
C. A. A.	2 15 00	2 40 15	3 43 03	4 05 40	5 24 35
Yo San	2 15 00	2 41 30	Left Course.		

The percentage of the five boats after the second race was:

Cherry Circle	160	C. A. A.	140
Jackson Park	160	Quien Sabe	100
	Yo San	20	

The third race, sailed on August 20th, brought out a vast crowd as the closeness of the contest and the possibilities furnished by the percentage standing of the boats insured a battle of tremendous interest. With Cherry Circle and Jackson Park tied for first place, a victory for either meant the possession of the cup. If C. A. A. could win it meant a tie with either Cherry Circle or Jackson Park which ever finished second. The fact that Commodore Simonton had secured George Peare to sail



CHERRY CIRCLE TAKING A HARD KNOCK DOWN IN THE LAST RACE.

his challenger added to the interest. Peare's name is something to conjure with on the Great Lakes and the chances of the staunch Jackson Parker were enhanced a hundredfold by the knowledge that this really great helmsman had been entrusted with her direction. Betting, which had been particularly brisk since the wonderful showing of Cherry Circle in the Monday race, took an added fillip from the new conditions and C. A. A. had a few friends, the idea being prevalent that in the long, heavy sea which the stiff norther had rolled up, would militate less against her chances than the fierce, choppy waves of the southwester of the day before. The wind was not as heavy as on the former day, blowing at about a twelve-mile gait but laden with particular heaviness of quality which always marks the wind from this quarter.

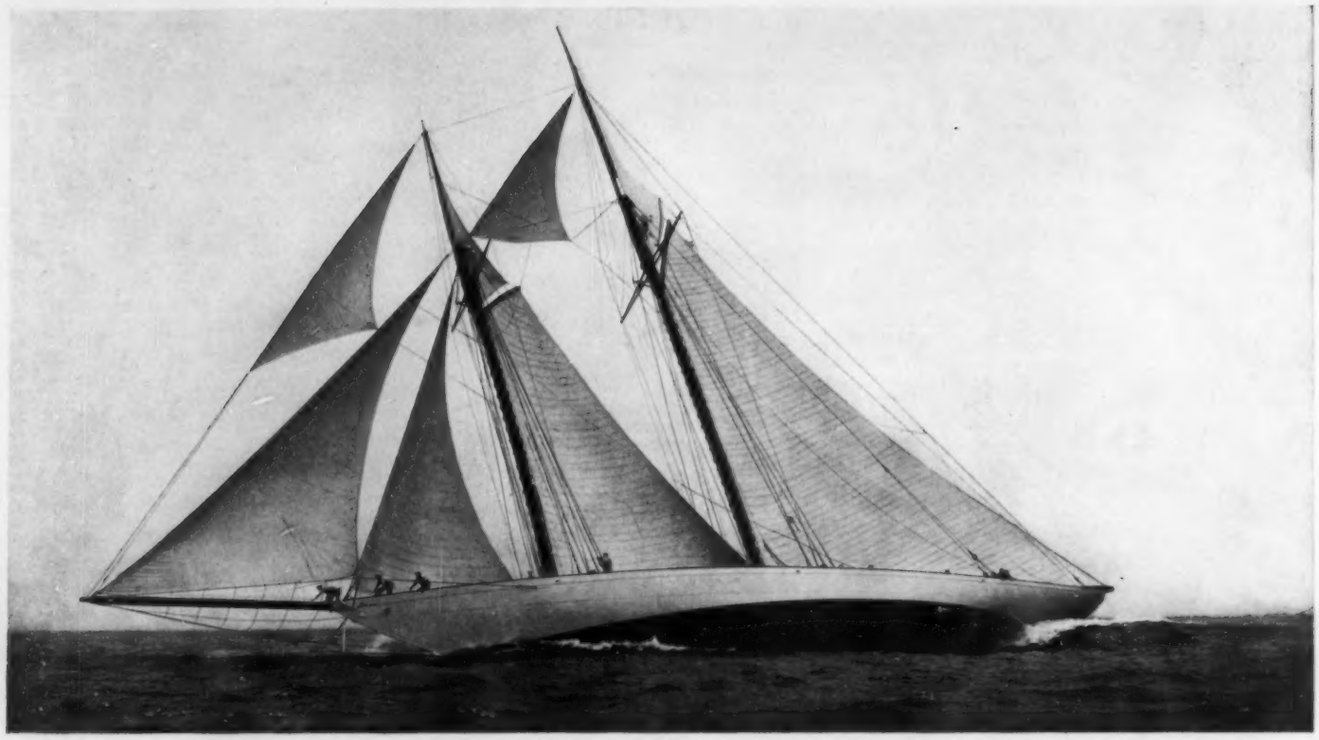
The course for the final race was a quadrilateral which afforded two reaches, a run and a beat to windward. All but Jackson Park carried two and three reefs. Cherry Circle set a

CHERRY CIRCLE WINNING THE SECOND RACE—NOTE THE HEAVY BANK OF SMOKY HAZE THAT ENVELOPED THE COURSE SHUTTING OFF ALL VIEW OF HER COMPETITORS.

terrific pace to the outer mark with C. A. A. in close attendance but as the boats worked out from under the lee of the government breakwater the heavy seas began to tell on C. A. A. and Jackson Park went by her and set after the flying Cherry. Avery held to his tucks in spite of the fact that Jackson Park seemed to be holding him and when he rounded the buoy he had a good lead. He broke out his spinnaker soon after rounding with his balloon jib under it, but before he had gone half of the three-mile trip to the second mark he realized that he could not hold

(Continued on page 248.)

JACKSON PARK CLOSE HAULED.



QUEEN HEELED DOWN IN THE 25-MILE WIND WHICH CHARACTERIZED THE LAST EVENT OF LARCHMONT RACE WEEK. A FEW MINUTES AFTER THIS PICTURE WAS TAKEN SHE NARROWLY ESCAPED COLLISION WITH ELMINA.

The Race of Elmina

By ALLAN PRICE

Photographs by James Burton

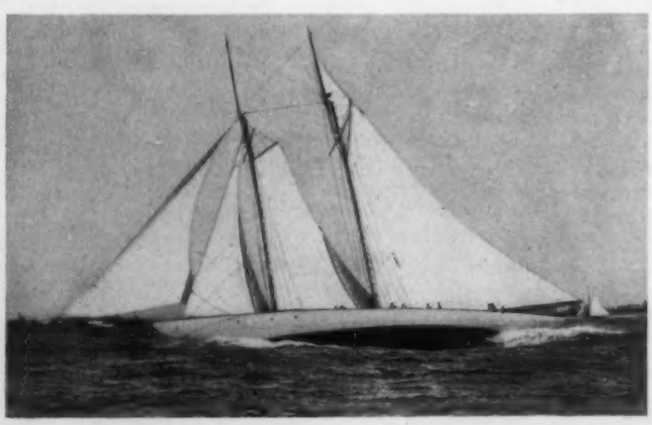
MR. F. F. BREWSTER having invited me to sail on Elmina during a race, I made my appearance on board Saturday, July 27th, a day that was destined to be remembered by yachtsmen for a long time. When I got on board the mainsail was up, the wind was blowing very hard, and as I was not much used to large boats, took much interest in looking about.

The deck was of selected teak but it seemed strange to me as I had always noticed that white pine was used for decks as being very much lighter. The shrouds were turned up around bronze hearts and seized, and not spliced with steel thimbles, as I had seen on other large boats. Even the hatch coamings and companionway were of teak, and there was a general look of a boat built for hard service. The gaff jaws were of bronze and the gooseneck of the main- and foreboom were of bronze also.

One thing surprised me—there were no reefs in the mainsail, although in the color of the sky and the hard white clouds there was small sign of a decrease in the wind. There were several friends of Mr. Brewster aboard and an old fellow who was introduced to me as the designer. He poked about, shook the shrouds to see if they were equally taut, and then looked aloft but said nothing. After awhile he remarked to the captain, "Walking will be bad to-day." The captain smiled and looked across the Sound.

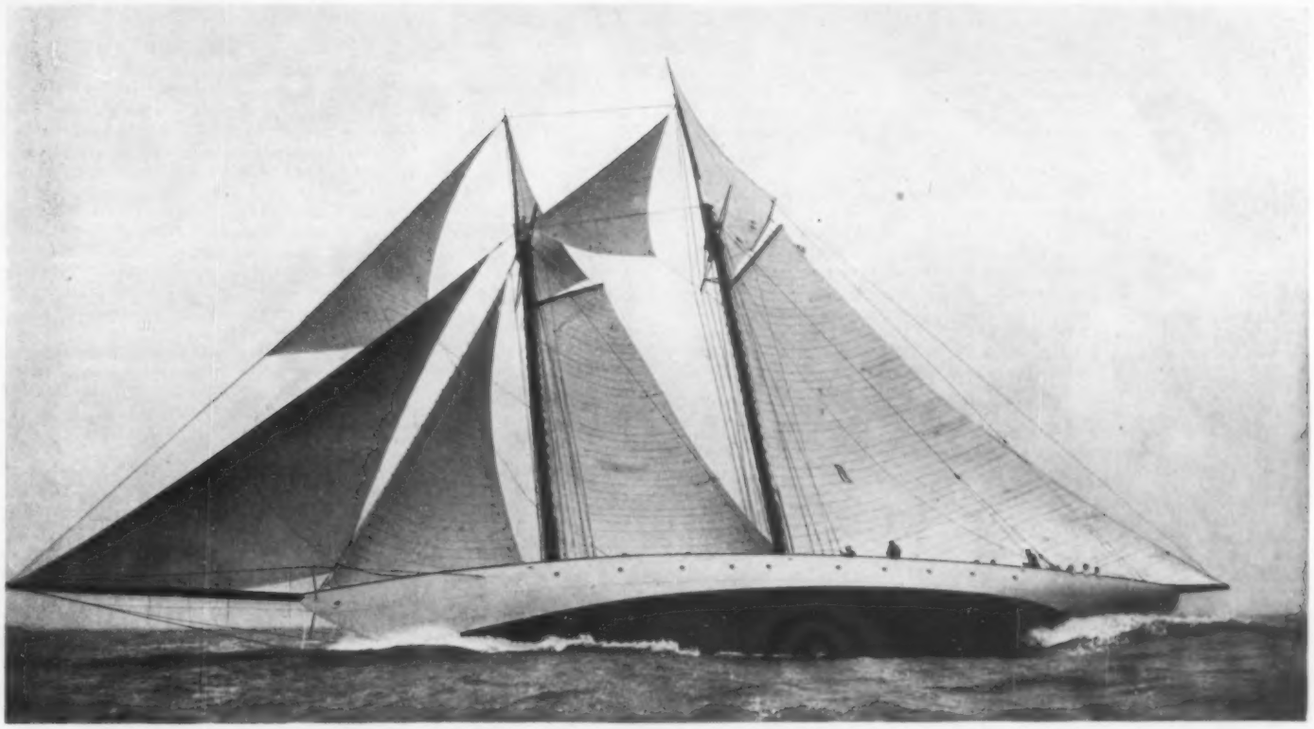
The maintopsail was rolled up snug in stops alongside the topmast, and a man was hoisted up, seated on a board, to look it all over, and there was another one up at the foretopmast. Then the captain sung out, "Make port crotch tackle fast," and immediately men began to pump at the windlass. The chain came in slowly, while the mate stood at the bow and watched it as the angle grew more up and down. Finally he raised his hand, and the captain sung out, "Stand by to break out the jib to starboard." As soon as the vessel began to pay off, the order was, "Break her out," then, when she began to pay off, "Let go crotch tackle," "standby mainsheet." The jib broke out with a crack, and we swung around like a top, "slack mainsheet, look out for yourselves," came next. She paid off and down she went, rail under, for a moment before gathering way.

Some distance from us was Ingomar sailing about with mainsail, forestaysail and jib. As I looked, a flaw struck her, and she went down flat, so far that I had begun to be afraid she would not come back, but the designer told me that such boats could not be turned over, and I felt less anxious, but began to speculate as to our power to carry sail.



ELMINA WHOSE SKIPPER, CAPTAIN DENNIS, SAVED QUEEN BY COMING ABOUT WHEN HE HAD THE RIGHT OF WAY.

We sailed about aimlessly as I thought, but I saw that a man was looking at a large watch while another was watching the committee boat. Puff went the steam, and then we heard a long blast, and the captain sang out, "put the baby on the stay." The men pulled a long white canvas roll out of the sailroom, and it was soon snapped on the jibtopsail stay. I asked myself, "are these men crazy, don't they know how hard the wind blows?" At last we stood for the mark boat, Ingomar also, but Queen held back. We were going so fast that we were obliged to luff



INGOMAR GOING OVER. AT TIMES SHE HEELED TO THE WIND UNTIL HER SAILS WERE ALMOST INVISIBLE, AND WITH HER EXPANSE OF KEEL SHOWING, SHE RESEMBLED A "GREAT GREEN WHALE."

to check her tremendous speed, while the count was being ticked off. Fifteen seconds to go, ten seconds to go, five seconds to go, then, just as we were on the line, came the expected blast from the whistle. We were right under the lee of Ingomar. The order was given, "set the foresail." Men jumped to the task and up went the big sail with enough of the crew on either side of it to make short work of its slamming. When the sail was trimmed I was startled to hear, "sheet out the maintopsail," "set foretopsail, break out the baby." The baby burst out with a bang, and was trimmed down. Immediately there came a blast that made us go down to the rail. The bow wave roared and the water washed up aft near the wheel. To windward Ingomar laid down too, with rail under and a roaring torrent to leeward. Astern was Queen tearing along, but not gaining much. At last we neared the mark and the order was, "clew up the foretopsail, standby for a jibe, when she comes over, slack mainsheet." As we kept off, the boat was steered like threading a needle, the wind was kept just on the end of the mainboom, while the men worked like demons to get the sheet in, and at the last moment, a sharp, "come up behind," made the men beyond the bitts let go, while a powerful fellow snapped two turns around the bitt. Whang! came the big boom over, with a shock that tried the gear. We trimmed down for the next mark with topsail set and with a wave at the weather quarter that seemed to be about five feet high. We did not pick up Ingomar much, but left Queen farther and farther behind at every jump.

In short time we neared the mark; just as we turned a shrill voice rang out like the honk of a wild goose, "standby for stays." The foretopsail rattled in the wind as it was clewed up, then came, "hard a-lee," and to the harmonies of thundering canvas and whipping sheets and rattling blocks she went over. The water that was in the lee scuppers rushed across the deck, and as she paid off, the bow picked up a sea that came aft like fine shot, and we were off again.

Seeing this move, Ingomar tacked, while Queen stood on. After several tacks, the wind favored the former, and she tried to cross our bow, but there came a roaring gust that sent us along like a railroad train, while Ingomar heeled to a great angle and perceptibly lost her speed. As we neared her, it was plain she must go about. The wind was so strong that when she paid off she knocked down flat, and looked like a big green whale. Her keel was nearly visible. We just then took a roarer, and while the wind yelled, and screeched in the rigging, and the water tore along, just over the rail, lashing the open ports, with a noise like a big circular saw, and the white foaming surge rushing up to the feet of the captain, who stood to leeward of the wheel, bareheaded, his jaws set like a steel trap, and his eyes like flame, we raced past her, and the moment she could clear us she tacked away.

It was a picture I shall never forget, it showed me what yacht racing really is. It gave me a feeling of elation that I had never felt before. Talk about the sport of kings, this is a sport of men, real men, with nerves like steel, who, as one skipper described it, "leave their 'fraid at home."

Away off to the west we saw Queen making a long tack, lying flat down on her side so all that could be seen were her sails just clear of the water. We stood on and it began to be a question if she could cross our bow. But the fates favored us. The wind howled as the boats neared each other. Queen tacked, she could not clear us. There was a wild beast look of exaltation on each face. First Ingomar, then Queen! There was a long tow that we wanted to go astern of and go for the mark, but we had too good a thing and could not leave it. At last Queen took a desperate chance and tacked, thinking we wanted to get to the mark badly enough to tack also, but there is no politeness about racing. Our captain kept her a good full. It was evident that Queen could not clear us, and, at the rate we were going, it seemed that we must strike her amidships. A vision of a terrible accident flashed before me. Not a word was said, everyone held his breath. I could not hear the wind, the tension was awful. Someone behind me roared out, "run him down captain, give him the bowsprit." But the skipper did not heed this fiendish advice. He gradually eased the wheel, we luffed and nearly stopped. At the same moment Queen did the same, and the boats gradually came together until they almost touched.

There was a great bustling about on Queen and someone hailed, but we could not hear what was said. So there was communication by gestures. Queen had fouled us, and, being disqualified, was withdrawn in true sportsman style

Nothing but cool heads and masterly management had averted a frightful accident, after a palpable error in judgment.

We tacked away and then saw that the wily sailing master of Ingomar had made the most of the opportunity so when we reached the mark he was just ahead of us. But his foresail split and he had to keep off to take it in. Then the interest in the race was over. We were very sorry, for on the next round the wind was fiercer than ever, and another fight with Ingomar would have been very interesting, as we had proved that we could carry all sail, while she could not, it would have been rare sport.

We took in topsail and the baby, and lowered the foresail, so that we could poke along over the rest of the course as we noticed Ingomar was keeping on, hoping evidently that we would carry away something. We then went below to luncheon.

Table talk was naturally about Queen failing to cross our bow, and I learned for the first time what a sacred thing the right of way on the starboard tack was. From this subject conversation drifted to other races won and lost and the designer remarked to Mr. Brewster, "if we had put a centerboard in her last winter, what a show we would have made of both of them." I then learned for the first time that both

Queen and Ingomar drew about twenty-three feet with their centerboards down, while Elmina drew but fifteen feet six inches with a keel.

One tale was told that interested me very much. It was about the race for the Goelet cup some years ago, with Ingomar, Elmina I and Ariel as competitors.

"The day was a beastly one," said the yarn spinner who had been aboard Ariel in that race. "With a bad sea and strong wind, Ariel stood for the line, Elmina looking like a toy beside the big Ingomar, 64.5 and 87 is a wide difference. We stood for the beach while Ingomar and Elmina stood to the eastward. When they tacked we crossed Elmina's bow a long way ahead, and Ingomar made mince meat of her. At last she began to overhaul us. The captain would keep her off and slide her over a sea like a bird. We were all buried up, the lee side like a swimming pool, while she stood up wonderfully, came up sidewise and just cleared our bowsprit, and went away to windward in a most magical manner. At the Block Island mark we had to luff to get at our sheets and when we got before the wind, Elmina went away from us like a wraith.

"From West Island mark it was a short and long leg to the home stake. There was a bad sea and as we stood off shore, the boat was so much like a horse rearing, that it was about as much as Captain Haff could do to get her along. Away ahead we could see Elmina standing up like a church. As she crossed the line we saw that Ingomar had beaten her by only thirteen minutes, while the allowance was twenty-nine minutes. From the Block Island mark, Ingomar had gained only about three minutes.

"Long afterward I learned from the captain that after trying every other scheme he could think of to make Elmina go (she had a feminine fit of the sulks) he had slacked the mainsail down as a last resort and taken in a roach reef. That did the trick.

"After winning the cup it turned out that Elmina had not been properly measured—though her owner and captain had made every effort to have that preliminary attended to. The trophy was taken from her and offered to the Ingomar, whose owner magnanimously refused to take it. All other cups won that summer by Elmina were also recalled. Someone had blundered."

After luncheon we went on deck and the boat was jogged along under easy sail, for the home mark.

RACE OF HANDICAP CLASS BOATS IN THE LARCHMONT YACHT CLUB FALL REGATTA.

The Handicap Racing Class

JUDGMENT AS TO THE RELATIVE MERITS OF YACHTS, WITH A SCHEDULE OF TIME ALLOWANCE IN VIEW, HAS LONG BEEN A PROBLEM THE SOLUTION OF WHICH HAS PUZZLED THOSE IN CHARGE OF YACHTING REGATTAS—FOR YEARS THE CUSTOMARY METHOD HAS BEEN A TIME RATING BASED ON MEASUREMENT—THE HANDICAP RACING CLASS SUGGEST INTERESTING POSSIBILITIES FOR THE FUTURE

By CHARLES P. TOWER

Photographs by James Huntington

WHEN two or more yachts of different speeds are placed together in a race, what shall the faster one allow in the matter of time to the slower, and on what basis shall the allowance be adjusted?

This is a question that has puzzled yachtsmen and naval architects, the common sense men and the theorists, the scientific fellows and the rule of thumb sailors, for more than two generations. It has been answered after a fashion many times in the past sixty years, usually to the satisfaction temporarily of the majority of those interested, but always very much to the disadvantage of a few, and never to the permanent liking of anybody.

As in the case of politics, there is no mathematically accurate solution of the problem. The manner in which the question was answered by the adoption of the present measurement rule, something over two years ago, appears so far to be fairly satisfactory to a majority of the men interested in yacht racing. When it was put into effect it was found that many yachts, fine in every particular, and good racers were so penalized that their chances of winning against boats of their own classes, of slightly different forms and displacements, were entirely destroyed. Owners of such craft did not want to withdraw from racing, but with really good boats in possession, they could not contemplate with composure the outlay of money necessary for building new ones. What was to be done? They could race together if some means could be adopted to, in a measure, equalize their chances of winning. That was the point. There would be no trouble in getting races, as it was well known that every club on the coast would arrange a contest for any little fleet of boats if the owners so desired and could agree on terms.

There were casual conferences among a few of the yachtsmen interested, and more or less inquiry among those who were supposed to be experts. Some one from Boston suggested a "percentage" idea—that did not mean much, but it was a starting point, and presently half a dozen men were called together and to them was explained the scheme which presently formed the basis of the organization of the Handicap Racing Class of Long Island Sound, a scheme that had been elaborated principally by George P. Granbery, then Chairman of the Regatta Committee of the New Rochelle Yacht Club, and owner of the fast eastern built boat Rube, under the old rule a 25-foot class boat, lifted by the new measurement to a rating of about 30; and H. A. Jackson, Jr., the leading spirit in the yachting department of the New York Athletic Club. At that meeting there were present Dr. A. E. Black, owner of Thelema, a boat also driven upward out of the 25-foot class; W. F. Clarke, then Rear Commodore of the Norwalk Yacht Club, owner of the speedy, old fashioned Marguerite, which under the new rule was classed with Mimosa III; J. W. Alker, owner of Alert, a crack 30-footer of only a year before, but hardly a competitor for that same Mimosa; George E. Gartland, whose raceabout Robinhood had long since been passed by newer boats of the class, and several other owners. After full consideration the scheme was adopted and the Handicap Racing Class was formed.

Let it be understood at the outset that there is nothing abstruse or complex either in the use of the word "handicap," or in the scheme itself. Let's disregard what the dictionary says about the word. The popular understanding of a "handicap" in a contest of any sort, is that it is something added to the burden to be borne by the faster or the

stronger competitor, while the understanding of the phrase "time allowance" in yachting, is something subtracted from the burden of the slower competitor. And the so-called handicapping in the Handicap Racing Class, is simply a method of adjusting time allowances, and when they are so adjusted, they are applied in any given race exactly as are the allowances prescribed by the rules.

To refer to the regular rules for a moment: In the time allowance tables it is prescribed that a boat of larger rating shall allow a certain number of seconds per mile to the boats of smaller rating. This number of seconds is multiplied by the number of miles in the course and the result is the allowance of time to be subtracted from the actual time of the boats of smaller rating. Obviously an allowance that is suitable in a race sailed in fast time, in a stiff breeze, is too small for a race sailed in very slow time, in a wind that will just barely move the yachts. But that is a matter that it is impossible to adjust under the rule, and this condition is one to which all yachtsmen have learned to submit. But suppose a proportion of the elapsed time of the faster boat should be taken on the allowance; suppose the time allowance from Festina, the boat of larger rating to Festina Lente, be six minutes, and Festina finishes a race in exactly two hours, or 120 minutes; that allowance of six minutes would figure exactly five per cent of Festina's actual time. Suppose also that the next race is sailed in a much lighter wind, and Festina again finishing first, requires four hours to cover the course; if the allowance to the other boat were five per cent it would be twelve minutes, instead of six; obviously a more nearly equitable allowance. That is one main point of the plan of the Handicap Racing Class. The other is this: instead of allowances arbitrarily fixed and permanently used, there is an adjustment from one race to another, based on previous performances, and this is the way it is done. In the first instance, that is to say, just before the opening of the season of 1906, the men interested made a study of a number of races of the previous season, in which the boats to be enrolled in the class had participated, and it was very readily seen that Alert was the fastest of the lot. Then, comparing the elapsed times of the others with those of Alert, the percentages of her own time by which Alert had beaten, were calculated. This was merely a matter of book-keeping. As for example, in a certain race we will say Alert finished in three hours and twenty minutes, or 200 minutes. Some other boat finished in three hours and thirty minutes, or 210 minutes. The percentage of her own time by which Alert won was five. Another boat finishing in three hours and forty minutes, or 220 minutes was beaten by ten per cent, and so on. In another race, the percentages were somewhat different, we will say; and in a third race, there was still further differences so that, as between Alert and some one boat, we will suppose Alert to have won in one race by two per cent of her own time; in another by three per cent; in a third by four per cent; in a fourth by five per cent and in a fifth by six per cent. These figures of course are simply illustrative and are used because they make easy figuring. Add them up and the total is twenty; divide by five, the number of races, and the quotient is four per cent and there you are, four per cent of her own elapsed time is the average of time by which Alert defeated the supposed boat in five races. Therefore for the first race of a new season, the time allowance from Alert to this boat would be four per cent of Alert's elapsed time. That is the theory—in actual application it was made four per cent of the elapsed time of the first boat to finish, whatever that boat might be.

Is that clear? If so, apply the same method to all the other boats, and then you have the basis of figuring the time allowances for all the boats of the fleet in the Handicap Racing Class, for the first race for the coming season. For the next race, throw out of consideration the earliest of the contests taken in the original calculation, and take in the results of the race just sailed and make a new average of percentages. Then proceed in this way throughout the season, always taking in the latest race sailed in a new calculation, and discarding the earliest race considered in the previous calculation, and the time allowances therefore are the average of time allowances of five previous races, figured as a percentage of the shortest actual time. In application it is as simple, almost, as that of the table of arbitrary time allowances. It is nothing but book-keeping and the official handicapper, so called, has no discretion and no responsibility beyond the accuracy of his calculation.

RACING IN THE PER CENT CLASS—THE HANDICAP BOATS OF LONG ISLAND SOUND IN A THRESH TO WINDWARD.

All this was fairly made clear to the original meeting of a half a dozen men in the early spring of 1906. It was necessary to adopt two or three arbitrary rules, one of which provided that under no circumstances should any time allowance be greater than ten per cent. Another stipulated that any race in which the fastest time averaged less than three miles an hour should be discarded in the readjustment of allowances. Drifting matches were thus eliminated from the problem. It was also found necessary, as the class grew in numbers, for the men in charge of the class to arbitrarily fix the time allowance for a new boat coming into the class for a first race, because of the fact that new boats came flocking in from the eastern end of the Sound, Massachusetts Bay, Gravesend Bay and elsewhere, and there were no records of races in which they had competed against boats already in the class.

The class began the season of 1906 with six boats enrolled and there were four starters in the first race. Before the season ended there were twenty-one boats racing. Early in the proceedings it was found necessary to divide the class into two divisions, and the line of division was easily found. There were a considerable number of boats for which the maximum time allowance of ten per cent was shown to be insufficient to equalize their chances of winning, and right there the division was made. All those whose allowances figured ten per cent or less, were made the first division, and those whose allowances, as calculated, but of course not allowed, exceeded ten per cent, were made the second division, and the fastest boat of that division was taken as "scratch boat" and the percentages were re-adjusted accordingly. This year the second division grew to such large proportions as to be unwieldy and again the necessity of division occurred. Likewise the dividing line was made apparent. There were in the second division a number of raceabouts which had become outclassed in the course of time. What could be more advisable than to set them off as a raceabout division? The thing was done in a minute, and therefore during Larchmont Race Week, and for a little time previous, the first division consisted of eight yachts, originally of the 25- or 30-foot classes, the second of eight boats originally of the raceabout class, and the third of seventeen yachts, most of them of the old 25-foot, 21-foot, 18-foot and 18-foot knockabout classes. During Larchmont Race Week six of the first division, six of the raceabout division and ten of the third division raced steadily throughout the week. In other words there was racing for twenty-two yachts on terms quite agreeable to the owners, none of which would have had a ghost of a chance in racing in the regular classes.

Soon after the close of the Larchmont Week the third division was cut in two and half a dozen or more boats, originally of the 18-foot and 18-foot knockabout classes were set off as a fourth division, and so, in the late summer and fall regattas, there were four groups of yachts, racing on the handicap plan.

The ultimate effect of the application of this scheme of adjusting time allowances, is to gradually bring the boats closer together in their finish times as the season goes on. Last year, for example, there was a total of nine yachts in the first division. Two of them sailed in only one race each, but of the other seven, six won first prizes, four had second prizes also and three of them third prizes to their credit before the season ended. Of twelve that competed in the second division, one boat started only once. Of the other eleven, all but one captured first prizes in the course of the season. All but one also won second prizes, and eight secured third prizes. Does not that record show that the scheme is in the main, a successful one? It is too early as yet to consider results for this year's racing, but the fact is that the handicap class is steadily growing, and obviously, because the results appeal favorably to boat owners.

Another matter to be considered is this: the influence of the Handicap Racing Class, always supposing that it continues to show vitality, will be very beneficial to the market for boats. It is a matter of common knowledge that the able racer of any class is outbuilt in three or four years and a large portion of her value disappears. The real "hot" racing therefore is confined to men who can afford to throw away the cost price of a racer every three or four years. But if the Handicap Class lives, it will furnish opportunities for racing for all outclassed boats, and the market for them will be improved. An owner will the more readily incur the cost of building in a regular class if he is moderately sure that three years hence there will be a market for his boat in the Handicap Class.

Motor Boat Club of America Cruise to Jamestown

By ARTHUR TOPLEY

Photographs by Edwin Levick

THOSE who gathered on the banks of the Hudson River on Tuesday morning, August 20th, in the vicinity of 108th Street, New York City, to witness the departure of the Motor Boat Club of America's Jamestown Cruising Squadron, did not see as many boats as they expected, but those they did see, five of them, were a brave sight —all dressed in bunting, glittering with fresh paint and polished metal work, shipshape from cutwater to propeller, ready for a long cruise inside or outside, blow high, blow low, run the seas as they might.

But on the occasion there was little to fear of seas and the like as it was to be an "inside cruise," as the

THE JOYS OF THE "INSIDE ROUTE" TO JAMESTOWN—MOTOR BOAT CLUB OF AMERICA SQUADRON FLYING THE PLACID DELAWARE AND RARITAN CANAL.

long, beautiful and interesting journey to Hampton Roads, via bay, river and canal is called, a trip the popularity of which has been increasing with the additions to the number of motor boats.

The five boats of the squadron were: Alabama, a craft of the motor yacht type, seventy feet long, and good for any weather, roomy, comfortable, owned by Vice-Commodore Hoadley; Kittu, F. D. Gheen, a thirty-five foot, hunting cabin boat, serviceable and fast; Mao II, a seventy-two footer, owned by Rear Commodore S. Oppenheimer, M. D.; Marie, sixty-three feet, Dr. Louis Neuman, and M. W. Collyer's Dagon, fifty feet.

The signal to get under way boomed from Alabama promptly at 12.30 o'clock. An answering shot sounded from the club house, the boats picked up their mud hooks and the cruise was on. Headed by Alabama, with Mao II next, then Dagon, then Marie and Kittu, the squadron swept up to 112th Street and then made a wide swing down stream. The cruise down the bay and up the Raritan to New Brunswick was without incident. Here the boats tied up for the night, and the next day Riverton near Philadelphia was made.

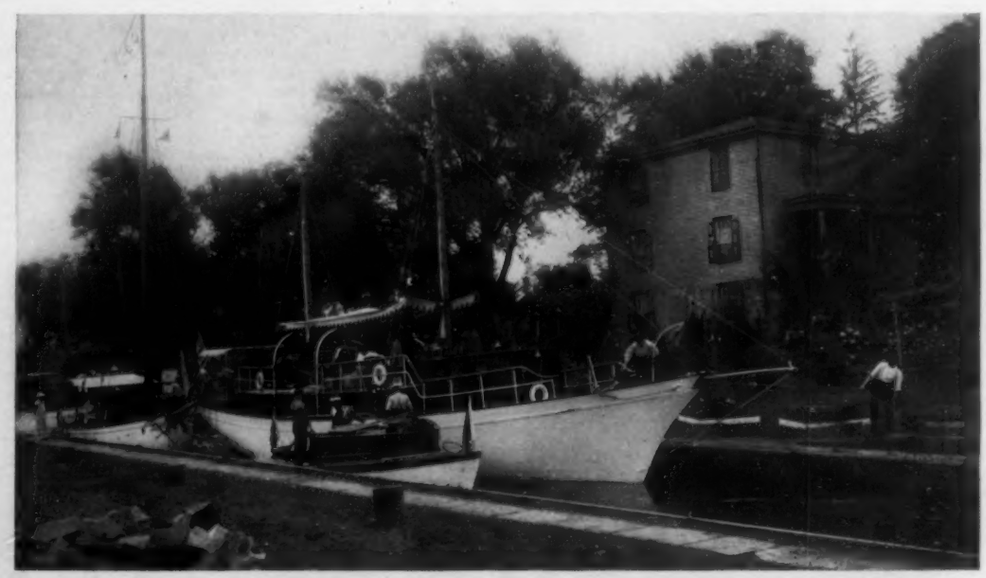
The Riverton yachtsmen entertained at dinner. Several boats, notably Alabama, reciprocated, and all in all the evening was the most delightful of any on the cruise.

On August 24th Annapolis was reached and everyone went ashore to view the grounds and buildings of the Naval Academy. In turn the cadets came down to look at the boats of the visitors and there was a delightful round of calls and felicitations. The next two days were spent in passing through Chesapeake Bay, and a stop was made at Milford Haven, Va., on the night of August 26th. The next night the five boats with their sunbrowned crews, everyone healthy and happy, arrived in Willoughby Bay too late to attract attention.

The next day word of their arrival having spread about, a committee of Exposition Officials "came aboard" and announced plans for the entertainment of the motor boatmen, which in the shape of receptions, dinners, motor boat races and the like began the day after the arrival of the National Association of Engine Boat Manufacturers.

The Jamestown cruise has added to the motor boat's reputation as an educator. Few persons dream of the wealth of interesting points possessed by our neighbor. The motor boat has opened up this beautiful route—hitherto consecrated to prosy commerce—to the delighted eyes of the pleasure seeker. Not even the railroad nor the ubiquitous trolley car had explored it all. Many of the participants of the cruise expressed themselves as highly astonished that scenes of so surpassing interest should lie within a hundred miles or so of New York.

The splendid Hudson is justly famous, but it remains for the motor boat to show up the beauties of New Jersey.



MOTOR BOATS IN LOCK BETWEEN NEW BRUNSWICK AND BOUND BROOK. THE CANAL CHANGES LEVEL THIRTEEN TIMES BETWEEN NEW BRUNSWICK AND BORDENTOWN, A DISTANCE OF ABOUT FIFTY MILES.

English Yachting

SINCE the racing yachts came south from the Clyde, the bulk of their work has been done in the English Channel, which in recent years has usurped the place in the calendar formerly occupied, and occupied with honor—by the Royal Ulster, the Royal Alfred and the Royal St. George Clubs. Occasionally the only other Irish clubs of importance, the Royal Cork, and the Royal Munster, had also three July days to themselves, but like the Dublin and Belfast organizations mentioned, they are suffering eclipse in these degenerate days. I say degenerate days, advisedly. I have no desire to be thought unsympathetic with King Edward in his continental "entente cordialing," but if it is yachting I am looking for, I am bound to say that I would rather have one day in Ireland than a month in the English Channel. They are the most hospitable people on the face of the earth, the Irish yachting brigade, and I have spent some of the finest days of my life amongst them.

If any American yachtsman wants to know exactly the meaning of "Cead mille failthe"—the spelling of this may be a bit "dicky," but the idea is right—let him make himself known in the Royal Cork Club-house at Queenstown. After he has been there an hour, I will guarantee he will be indifferent as to whether he ever sees America again. Boulogne, which is one of the substituted attractions in English yachting, and Ostend which is anything you like from cheap Monte Carlo, down to Brighton on a bank-holiday, are not to be compared as racing centres with Queenstown, or Kingstown, or Bangor, and it is one of the regrets of my middle age that there should be British yachtsmen to prefer them.

There has been no striking reversal of form during the month, and now there is unlikely to be any this season, if ever. Mr. Fife's latest cutter White Heather continues her victorious progress, and barring accidents, she will finish the season with probably a record number of prizes. Mr. Nicholson's newer boat Brinhyld is sailing much as she did in the earlier part of the season. Of Nyria it is unfair to say much because her success of last year was achieved against a White Heather which could only be called a racing yacht under compulsion. She was designed to be a cruiser, and she was a cruiser. This year's White Heather is, of course, a racer out and out, and Nyria's inferiority is consequently emphasized. Of the fifteen-metre boats, Mr. Mylne's Ma'oona is still the puzzle she was in the beginning of the season, because she is good and bad by turns, and neither very long. If, however, by the time these notes appear, she has discovered herself inside the Wight, I shall not be greatly surprised. Here her skipper, Robert Diaper, ought to be at his very best for as an Itchen Ferry man he knows every yard of the Solent. Mr. Fife's Shimna is really the star of this class, although outside of easy reaching, she is not so convincingly superior to Britomart, last year's Mylne boat, as she might be.

SHIMNA, AN ENGLISH SLOOP WHOSE RECORD IN HER CLASS HAS THIS SEASON BEEN PRE-EMINENT.

Even Sonya held her tolerably safe, sailing by the wind, and every performance of the class strengthens the impression that slowness to windward is the price paid for the so-called healthiness of the international rule. Mrs. Turner Farley has, I see, laid up Sonya. Mrs. Turner Farley is a wholly estimable lady, and is perfectly entitled to do what she likes with her own. Still, I really think that sailed, say as John Barr sailed Niagara in 1895 and 1896, Sonya's racing record would have been much more satisfactory from Mr. Herreshoff's point of view than it is. We have never seen Sonya at her best. We have had glimpses of her quality which made us wish, without reflecting the least on Mrs. Turner Farley's handling of the boat, that some strong autocratic racing skipper had charge of the craft and sailed her resolutely. Bevis for instance, or Sycamore, or Robert Wringe, would have made all the difference in the world to Sonya.

By the time this letter reaches your readers you will probably know all about the new challenger for the America Cup. On this side of the Atlantic nobody is supposed to know who he is, but strong presumptive evidence of his identity is to be found in the silence of Sir Thomas Lipton. If there had been an interloper—a newcomer in international yachting—I fancy we should have heard the genial baronet complaining about being denied a fourth licking for the trophy. Sir Thomas has come to look on himself as life challenger for the America Cup. Challenging for it has come to be a vested Lipton interest, and a vested interest is the most sacred thing under the British Constitution. By way of rejoinder to this it may be urged that Sir Thomas was apparently sick of the business after 1903. But he really was not. It was the British yacht designers who had had enough. They looked upon the task of building a winner as hopeless, and the simple truth is that it was their disinclination to design that deterred Sir Thomas from challenging. In any case, if the owner of the challenger which Mr. Fife is to design is not Sir Thomas Lipton, the owner, whoever he is, enters the field with the approval of Sir Thomas. That much may be taken for granted. Mr. Yates, for whom Mr. Fife built the 15-metre boat Shimna this year, is a possible candidate of this kind, and if you do not get him now you are sure to get him later. Probably you have heard of the gentleman who gave away about a hundred pounds in gold to the porters at Covent Garden Market last year.

Here, there is the usual talk of the desire of British yachtsmen to see the cup raced for by healthy boats. If, the argument runs, you could only see your way to accept a challenge under the American rule which approximates to our International Rule, we should have a chance of beating you hollow. The assertion is further made that the obligation on us of sailing across the Atlantic enables you to beat us in lightness of construction. These are delusions. As a matter of fact Shamrock II beat you, all ends up, for *lightness; that is why she never came back. As another matter of fact all your defenders since Columbia have been as well able to cross the ocean as our challengers, and every skipper who has been in the States frankly admits that.* In the absence of a scantling rule, too, you could still beat us in lightness under any rule, and I don't suppose you have decided to concede quite so much. The talk about health in cup boats is, of course, nonsense. The desirable thing is not health, nor feather beds, nor roomy quarters, nor high feeding, but speed; and if the tea tray with the clouds of canvas is the fastest type, that is the boat for the money. The development of the yacht is a thing apart from the development of the cup boat.

This letter has to go before Dixie has had her race with the three Daimlers for the British International Trophy, but what I want to say may, however, be said just as well before the race as after it. Britons are notoriously slow to learn that if there is one thing Americans can do it is to build fast hulls. I do not know anything about Dixie's motors, but the look of power in her hull impressed me greatly. You can see at a glance that it is just where it is most useful. The workmanship is excellent, and the little vessel is really attractive. Dixie is a good looking boat and she looks like a boat. He would be a churlish seafarer, indeed, who sought to deny that. Dixie's owner, by the way, hardly did a wise thing when he declined to admit the post entries of the two French boats. No doubt, the ground of the objection was sound, and the American had a perfect right to do what he did. You certainly do take your sport much more seriously in the United States than we do here. In British sport, however, we are always easy with opponents outside the rigidity of the actual rules of the game. In fact the sport itself is the thing, and we are always glad to waive conditions which seem to bar the way to it. In this case the impression has been left that in barring the French boats the owner of Dixie believed he was making Dixie's chance of success surer.

As I write the yachts are gathering in Cowes Roads for the Royal Yacht Squadron Regattas which are the culmination of the British

yachting year. The class this season seems to be higher than it has been in most recent years, and on the strength of this I anticipate an excellent fortnight's sport. Following the regattas at Cowes will be that at Ryde of the Royal Victoria Club and that at Southsea of the Royal Albert Club. After that the fleet will leave for the West of England where it finishes for the year early in September.

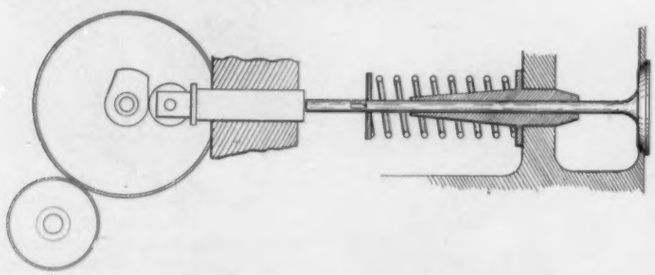
A recent accident at the Nab in which the skipper of one of the Solent one-design boats was killed has been used to point a moral for clubs which promote races for amateur steersman in boats which call for much more expert handling in a breeze accompanied by a sea. These boats are about ten linear rating, but on the testimony of no less a man than Col. Bucknill they are hard in the mouth and rather difficult to steer. Even at that, however, you would hardly call them too big for good amateurs. On the Clyde at any rate, and in Ireland, amateurs handle much bigger boats, and in weather which is all round a year much worse for racing than anything the Solent can show in summer. Still it has to be admitted that the nerve of the good amateur is inferior to the nerve of even the middling professional in times of crisis. It is not easy to explain why this should be, but probably the fact is that fear of danger paralyses the amateur whereas it only incites the professional to fight. It is the professional's business to fight it.

LONDON, Aug. 1, 1907. ROBERT MACINTYRE.

The Practical Story of the Gasolene Motor—III

By LEWIS KINGSLEY

IN the usual type of small marine engine with closed crankcase the case is of cast iron split horizontally through the center line of the shaft bearing. Sometimes in small motors the upper half of the crankcase is of the same piece as the cylinder and occasionally the entire crankcase and cylinder are a single casting, separate case covers being bolted on. The commonest arrangement is the two-piece crankcase split horizontally with the cylinder bolted to its upper side, a flange being cast on the lower edge of the cylinder for the purpose. In a great many large engines, and even in a few of comparatively small power, the heavy closed crankcase is abandoned and the bearings are bolted to a bed-plate which carries supports for the cylinders; these supports may be light frames of cast bronze, cast iron or cast steel, or forged steel columns. The lines adopted by builders of highly-developed marine steam engines are quite closely followed in many cases. If necessary, the cranks are enclosed in a light sheet metal casing which prevents oil from being thrown out from the rapidly rotating cranks. The open base can only be used in four-cycle engines, of course, for it will be recollected that in a two-cycle engine the space formed by the crankcase is used as a pumping chamber into which combustible gas from the carbureter is drawn and compressed previous to its transfer to the cylinder.



POPPET VALVE OF FOUR CYCLE MOTOR AND MECHANISM THAT OPERATES IT.

Small gear on crankshaft drives gear of double size on camshaft. Cam rolls against steel roller on foot of squared push-rod which thrusts upward on end of valve stem. Stem works in long bronze guide. Valve normally held down on seat by helical spring.

In two-cycle motors there are two methods of admitting and circulating the gas, known respectively as the two-port and the three-port system. Both have their advocates and excellent machines are built embodying each method. The terms are rather misleading, for as a matter of fact there are three ports in each system. The difference is, however, that in the two-port system, so-called, the gas from the carbureter is piped to the crankcase direct, passing through a check valve so that when suction ceases and compression begins the valve closes and the gas is trapped. In the three-port system the supply pipe has no check valve in it, but leads the gas to a port in the cylinder wall, so located that it is uncovered by the piston at the **highest** point in its stroke. Thus the piston performs nearly all of its upward stroke forming a constantly increasing partial vacuum in the crankcase, and when finally the supply port is uncovered, the gas is sucked in with considerable force. The piston immediately begins its downstroke, covering the supply port and trapping the gas for compression in the crankcase.

In a four-cycle engine the supply of combustible gas to the engine and the release of the exhaust are controlled wholly by poppet valves which consist of disks of suitable metal attached to steel stems. The form of the contrivance suggests the term "mushroom." The head of the valve acts as a cover for the opening through which the gases pass, resting on the seating around the opening. This seat may be either flat or beveled; (in the latter case the angle is commonly forty-five degrees), and it is always on the stem side of the valve. A strong helical spring holds the valve on its seat. The stem passes through a long guide, usually made of bronze, which keeps it centered and causes the valve to come down squarely. The exhaust valve, which must open against the hot gases in the cylinder at the completion of the expansion stroke, is then held down to its seat by the pressure as well as by its spring. Therefore it must always be opened by mechanical means, considerable force being required. As exhaust occurs only with every alternate revolution of the crankshaft, the valve must be timed to open during part of one revolution, skip the next revolution altogether, open the next and so on. A gear, keyed to the crankshaft, meshes with a gear having just double the number of teeth keyed to a smaller shaft carrying as many cams as there are valves to be operated, and called the camshaft. Owing to the difference in the sizes of the gears the camshaft rotates once while the crankshaft rotates twice. The end of the valve stem is brought to the cam, or to a "push-rod" actuated by the cam, and thus the stem is pushed and the valve opened at every other revolution of the crankshaft. The thrust of the cam is commonly taken by a steel roller which reduces friction and wear.

The inlet valve is sometimes made with a spring of such strength that the valve will open automatically under the suction of the piston, admitting the combustible gas, and close when suction ceases. This forms what is called an automatic inlet valve. A mechanically operated inlet valve is exactly the same as the exhaust valve, its cam being set to cause opening at the right moment to admit gas. In all cases the closing of the valve, inlet or exhaust, is effected through the spring, assisted, incidentally, in the case of the inlet valve, by the pressure in the cylinder.

There are many ways of arranging the valves and their operating mechanism. Sometimes both the valves of a cylinder are placed on the same side, stems projecting downward, and operated by cams mounted on a single camshaft. The exhaust valve may be on one side and the inlet on the other; if the latter is mechanically operated a second camshaft on the other side of the engine is necessary. Automatic inlet valves may be used in any position. Valves may open directly into the cylinder, through the head, at any angle, or may open into pockets or chambers cast on the sides of the cylinders near the top. The valve stem may project upward and be operated by rocker-arms or levers actuated by long push-rods extending upward from the camshaft. The camshaft may be housed within the crankcase or placed outside, exposed, and the same with the gears.

Valves are very often made of steel containing a high percentage of nickel; and in small engines the exhaust valve head is sometimes made wholly of nickel. For large engines a favorite method is to make the head of cast iron—which is an excellent material for the purpose—and the stem of steel, screwed into the head and either brazed or riveted over. The utmost security is required, obviously.

The flywheel is of cast iron. In a small engine it is secured to the shaft by being forced up on a taper by a nut, and kept from turning by a key. In larger engines it is generally bolted to a flange forged integrally with the crankshaft.

For circulating the cooling water through the cylinder jacket a pump is employed and is commonly driven direct from an eccentric on the crankshaft, the camshaft or a little shaft of its own.

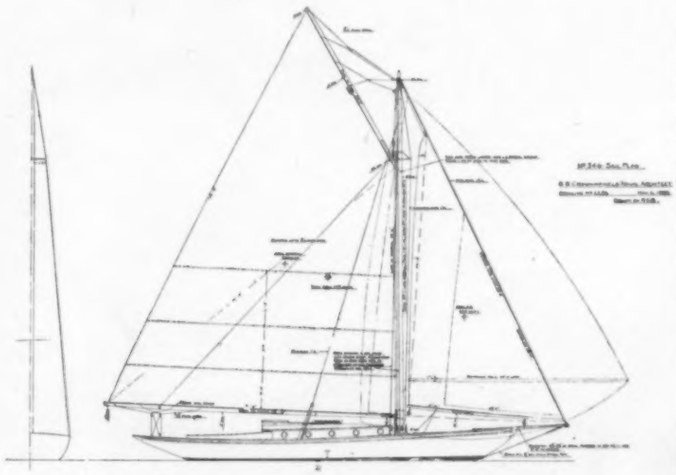
In a two-cycle engine of the usual type the incoming charge would, if permitted to do so, shoot straight across the top of the piston to the exhaust port, and most of it would be lost in this way. So a deflector is cast on the top of the piston to turn the charge upward toward the cylinder head, where it is again turned downward, helping to drive out the spent gases. The form of this deflector is a very important factor in the design of the motor, and varies considerably in different engines.

Plans of a Yawl for Pacific Coast Cruising

THE auxiliary cruising yawl Ortona was designed for Mr. John Graham of Seattle, Washington, by Charles D. Mower and the boat is to be used for cruising in Puget Sound and for offshore cruising along the west coast.

The design shows a powerful, well-turned hull with all the elements of a good sea boat and at the same time the graceful sheer and well-proportioned overhangs make her a handsome craft when afloat.

The deck arrangement shows a narrow cabin trunk with ample deck room on either side and a small cockpit with the coamings set on the deck which forms the cockpit seat. By this arrangement the cockpit may be

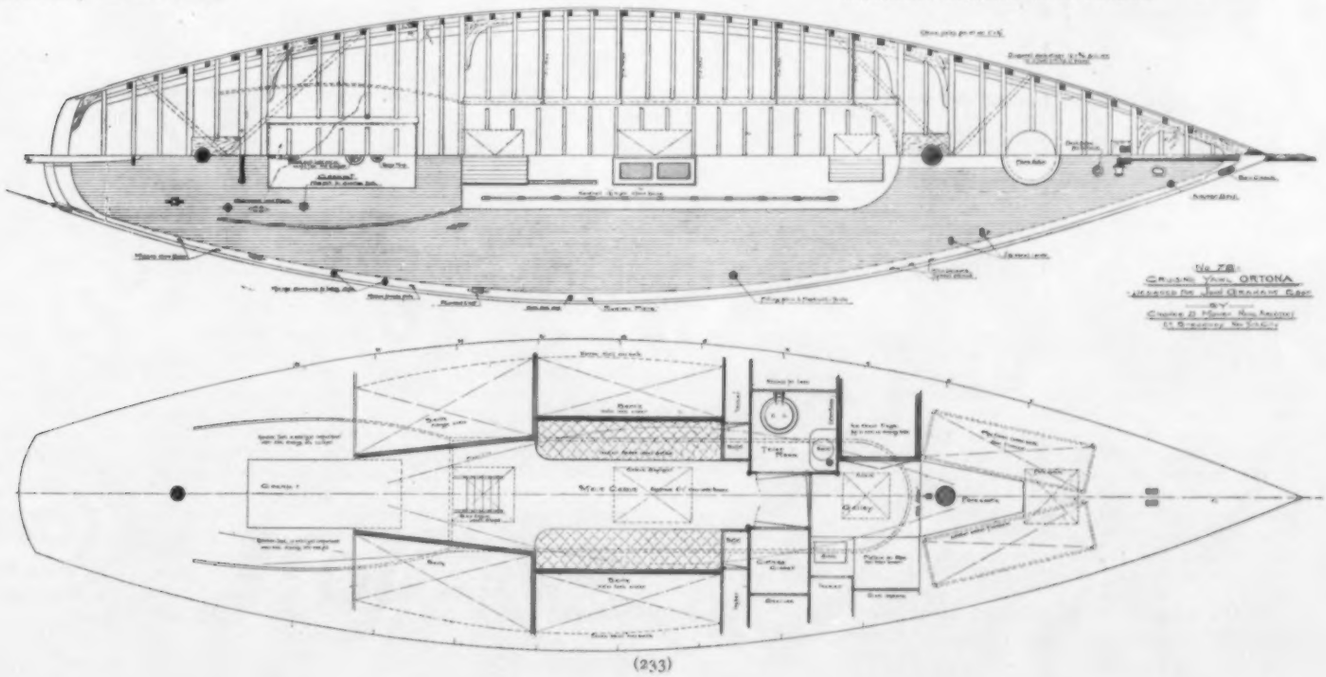


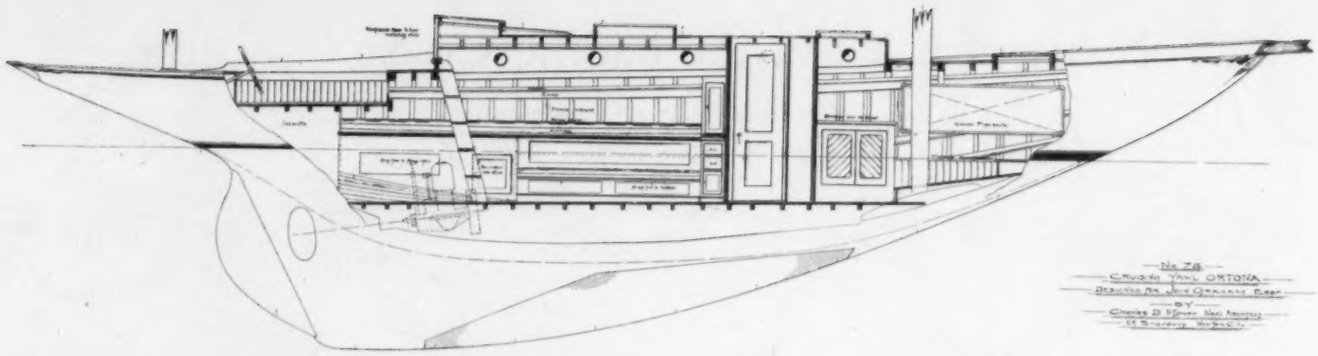
filled, if a sea should break aboard, without endangering the safety of the boat as the weight of water which the small cockpit would hold would be comparatively small. Below deck the boat is left open as much as possible to insure good ventilation and this gives an impression of unusual room. There are four berths in the main cabin and two sofas which make comfortable seats. A large toilet room is located forward on the port side and opposite it is a large clothes closet.

Ample space is provided for galley and forecastle giving comfortable quarters for two men.

The auxiliary engine is located aft of the companion steps where it is entirely out of the way.

AUXILIARY CRUISING YAWL ORTONA.



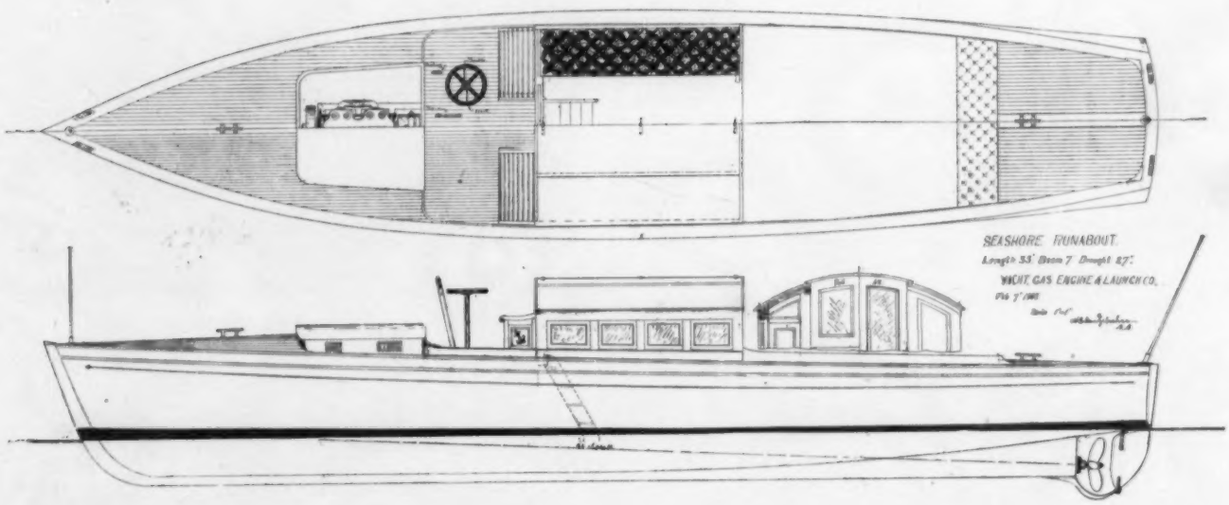


The dimensions are as follows: length over all. 46 feet 6 inches; length water line, 33 feet 6 inches; overhang bow, 6 feet 6 inches; overhang stern, 6 feet 6 inches; beam extreme, 11 feet 6 inches; draught extreme, 7 feet 6 inches; area lower sails, 1080 square feet.

When the order for the design was given the owner had in mind the possibility of entering Ortona in the trans-Pacific Ocean Race to Honolulu in 1908 and the boat should prove equal to the voyage and give a good account of herself.

A larger boat along similar lines would undoubtedly make a formidable contestant as the designer has had personal experience in ocean racing and knows what is required of a boat in this branch of the sport.

This yawl represents a type that is fast becoming popular as it gives comfortable cruising accommodations and with the small auxiliary engine, the pleasure of sailing can be enjoyed the more as there is no thought or worry about being becalmed a few miles from port when the wind drops. One paid hand is all that is necessary unless the owner lives on board, when a steward would be needed to attend to the cooking and when cruising could lend a hand on deck. The auxiliary engine is becoming more and more a factor of navigation—only a few years back the combination of power and sails in small craft was unknown—to-day its absence is quite as much the exception as was its presence a decade ago



Plans of a Seashore Runabout

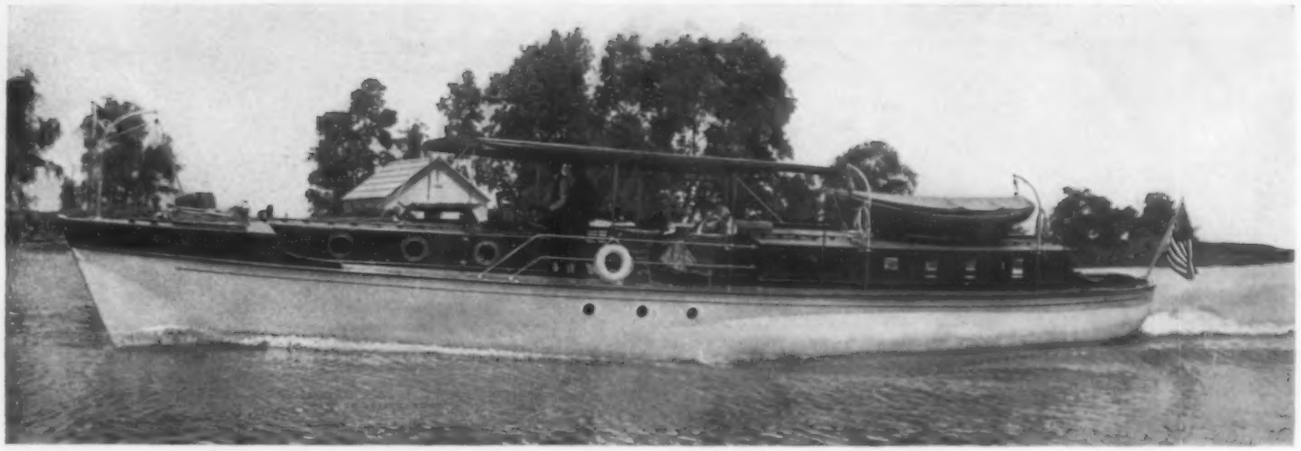
THE above cut shows a very fine and handy type of launch designed by H. E. Dantzebecher of Philadelphia which he has named the "Seashore Runabout," and as its name implies, it is a boat suitable for quick service. It is so designed that to start, we pull up on a handle which is connected to a ratchet on crank-shaft, and as soon as engine starts, it is controlled from the "bridge-deck" where handy levers are placed, for backing, going ahead or astern, speeding up or slowing down or stopping entirely.

The engine compartment is lined with sheet brass, so no oil can get into the bilge, but can always be easily wiped up.

Should a cruise be taken, sleeping accommodations for three people are afforded, the transoms pulling out to form a comfortable berth 28 inches wide, and a berth can be fitted athwartship under bridge-deck.

It is a splendid type of boat and one that will require the minimum amount of care, and with the 20 horse power engine a speed of 14 miles an hour is obtained. The forward deck is 8 feet, engine space, 4 feet; "bridge-deck," 3 feet 6 inches, and full width of hull, with seat in front of cabin; the cabin is 6 feet 6 inches long, the forward door pocketing in a drop recess, while the after ones open outward on hinges, both being glazed to admit light. A distinguishing feature of the cabin, is the "sliding hatch" the whole length of the roof, leaving a 3-foot opening for ventilation in good weather and clamping tightly together in case of rain or night use. The after cockpit is 9 feet and the after-deck 3 feet, the cockpit to be left for chairs or fitted with seats as desired, one permanent seat being provided aft. The hull is 35 feet by 7 feet and 27 inches draught, the freeboard forward being 3 feet and as the bows have a good floor will prove a very dry boat in a seaway.

It is an ideal boat for short runs and should prove a good day cruiser as well. One is being built for a Philadelphian, and it is the intention of the designer to make it a "stock" model and build a number for next season's use.



WHIM IN ACTION—NOTE THE GRACEFUL SHEER AND THE BOW.

Plans of a Motor Ferry Boat

THE motor ferry boat is a luxury that has grown amazingly in the past few years. It has, in fact, come to be more than a luxury. It is a necessity inasmuch as it admits of the occupancy of summer homes, the inaccessible location of which render land communication devious and dilatory. With the motor ferry boat at his front door the business man is master of his own transportation, which if you are a commuter, will signify much.

The morning rush citywards and the evening return rush of motor ferry craft is one of the features of Sound and rivers, north, east, south and west these days, and the result is increased health, pleasure and ability for the work of the day.

Whim, designed and built by the Matthews Boat Company, is used as a ferry boat by Mr. Edward Ford between Middle Bass Island and Toledo. She is a comfortable, staunch craft 60 feet over all and with eleven foot beam. The general design is a combination of hunting and trunk cabin, making a very able craft, well protected for rough weather service. The large bridge under the bent oak frame canopy is a special feature. The two engines with which she is equipped, are located partially under the bridge, and partially in the motor cabin forward, the motor cabin giving quarters also for the two men comprising her crew. Special attention has been given to the ventilation of the motor cabin, and in a recent test, the thermometer showed but two degrees higher inside than when exposed to the atmosphere outside.

THE BOW VIEW GIVES HINT OF THE METHODS UTILIZED BY THE DESIGNER IN OVERCOMING WATER RESISTANCE.

In the after cabin, which is devoted to the accommodation of the owner, the space is divided into a large saloon 13 feet in length, garment and cupboard lockers, a large galley and toilet room. At the stern she has a small cockpit with an easy seat and two chairs.

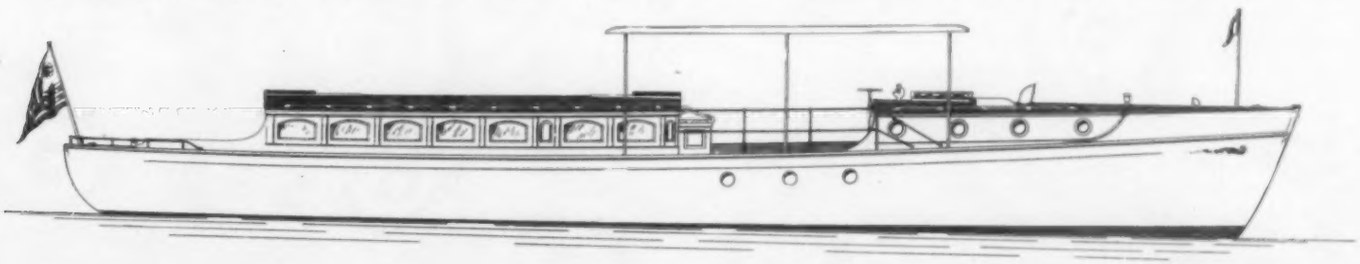
The adoption of the motor boat for ferrying purposes foreshadows what may be deemed a revolution in our commercio-social life. There is little doubt that this most available means of transportation will be availed of by our commuters who live along water fronts.

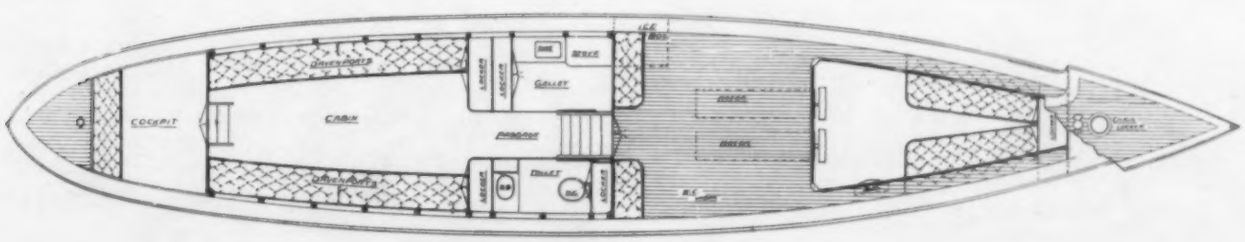
Clubs will be formed to beat the railways and water transportation companies. Motor boat ferries will be operated on the co-operative system. Thus by organizing few or many commuters may secure delightful social quarters, where bridge or euchre may be indulged in, rapid transit, and each member may feel that he is the owner of a fine yacht.

Between rush hours such a co-operative ferry boat may ply between home and town ports for the convenience of the families of stock-holders and their guests.

The essential feature of the motor boat in this respect is its adaptability. It may be built "small or big" with equal regard to economy of operation. Thus the inhabitants of a village formerly ignored by the proud steamboat may now successfully vie with their pompous neighbors.

Really there is no measuring the ramifications that may ensue from the advent of the motor boat into the passenger transportation as well as the social field.





Published by the Yachting Publishing Co.: Oswald Garrison Villard, President Robert M. McBride, Secretary and Treasurer.

A Canadian Expert on the Canada's Cup Race

Never, in the eleven years' history of the Canada's Cup has a contest for that famous fresh water trophy resulted in such a complete triumph for the genius of the American designer as the series between Seneca and Adele at Charlotte on Lake Ontario last August. The trophy had been won before in three successive races—in 1899, when Genesee took it from Beaver for the Chicago Yacht Club—but never before had there been such a hopeless difference in the abilities of the two contestants. Genesee won from Beaver because the three races were sailed in light weather. Cadillac lost the Cup to Invader because they got a wholesail breeze for only one race in the series. But Seneca saved the Cup from Adele because she was the faster boat in every way—working, reaching, running, drifting—in a light breeze, in a wholesail breeze and in a hard breeze where it was all she could do to carry canvas.

What made the defeat most complete was the fact that the single American defender conquered the pick of three challengers, each designed by a British naval architect of the foremost rank. Herreshoff in Seneca defeated more than young Payne, the designer of Adele. He defeated indirectly Fife and Mylne, whose chosen products had been rejected by the challengers after a fairly extensive series of trial races. There is little or no talk to the effect that the Cup could have been won for Canada had the Mylne boat been selected, or had the Fife boat been selected. Between Mylne's candidate and Adele there never was any room for hesitation. Crusader, designed by Fife, gave Adele a close rub in the trials, won a number of the races, and was certainly capable of improvement. The most sanguine of her admirers can hardly claim, however, that Crusader, in her best shape, would have been able to win the Cup. In the light weather she might have made a more creditable showing than Adele. In the heavy weather she would have done worse.

The main fact is that the best of the challengers was beaten on those very points on which she was considered invulnerable, windward work and heavy weather. There is no blinking of the truth in the matter; the outcome was a complete surprise, and a painful one, to the Toronto yachtsmen. Seneca's performances against such old timers as Genesee in 1899 and Iroquois in 1905, when she was barely able to hold her own, had not prepared Canada to find her completely outclassing their boat which could sail circles around yachts that had defeated both Genesee and Iroquois.

But Dominion yachtsmen remember the many American attempts at winning the Seawanhaka Cup. Some of the challengers were just as completely and utterly unable to give the defenders a decent race as was Adele. And yet a challenger was finally produced that sailed away with the trophy. So it is felt that the Canada's Cup can yet be won in the same way, and before the last race at Charlotte was over, Commodore Macdonald of the Royal Canadian Yacht Club had the offer of challengers for another year from three different members. It was deemed wise to lay the matter before the club first, and not challenge off-hand on the night of the last defeat; but that there will be a challenge in 1909 is undoubted.

The next race will be on terms to be agreed upon, and there will be some radical departures attempted. As soon as Seneca proved a winner—before it too—there was a very popular tendency to cry "racing machine!" The cry was stopped by the very pertinent query, "Why didn't you build one?" It is an unanswerable query; for the talk about the challengers being "built to last" may be true enough as far as construction goes, but Adele was beaten, not because she was "built to last"—though she is very well built—but because she wasn't built to sail in such fast company as Seneca. It was model, not construction, that won the day.

For all that though, there will be a determined effort made to tie down the class selected to race in 1909 with restrictions that will insure solidly built boats of sufficient size to make good cruisers. This is a sort of concession to the "poor man," the fellow without whom yachting on the lakes cannot succeed. Men like Cawthra Mulock, Frederic Nicholls, and W. G. Gooderham in Canada will come forward disinterestedly and spend $15,000 on challengers that they have no use for afterward, once or twice or thrice, but there is a limit to their philanthrophy, and there is likewise a limit to their numbers. The race makers have to rely on the rank and file, and in Canada the rank and file are not wealthy men, and are peculiarly liable to be frightened away from anything that begins to look like a "rich man's game." Hence, there will be inducements offered to retain their interest.

There is a strong feeling too that the class will have to be larger. The Canada's Cup is in serious danger of dwindling into a small boat trophy in the special preserve of the Rochester and Royal Canadian Yacht Clubs. It was meant to be for fresh water what the America Cup is or should be for salt, the trophy for the very best boats and sailors that the element can boast. On the lakes many are sick and tired of the jib and mainsail sloops that have stalled the contests ever since the time of the Canada, if you except the Irondequoit-Strathcona match. Those sloops are all very well, but the class is overdeveloped. It is no cruising rig. If you want to develop sailing, give us schooners, or yawls, or cutters—the last especially if it is to be a speed match. The jib and mainsail sloop is all right, but she has had her share of development, say the other people, and the surest way to keep the Cup from degenerating into a toy boat trophy is to increase the size of the class, and get into a serious sailing rig.

The popularity of the British designer too, with the Canadians has been affected. There has been a feeling that home talent ought to be developed; that slighting Canadian designers and leaving nothing but gasolene launches to be draughted at home, was not the way to bring out what was best in the possibilities of home talent, but this was counterbalanced by the not illogical feeling that the importance of the contests warranted getting the very best available and scarcely permitted of experiments. Now, however, that the "very best available" from Britain has been so signally surpassed by the "very best available" from the United States, the feeling in Canada is that the way to win is to develop home talent that will produce something better than Herreshoff has given.

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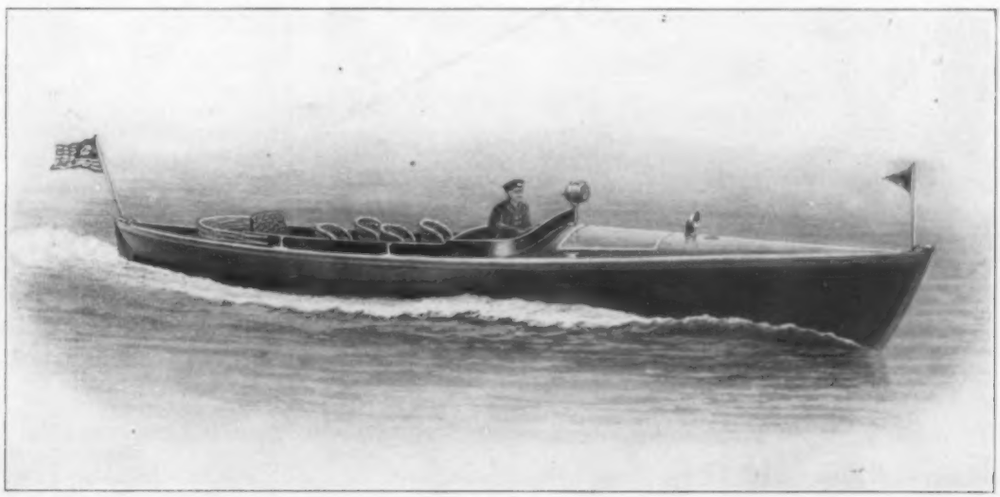

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THE RACES FOR THE CANADA'S CUP

(Continued from page 207)

He wanted all the sail he could get for the run. The course to leeward and then to windward was nine miles out and back. As the wind was offshore it was necessary for the judges to send the boats to leeward first.

Again everything afloat scrambled out to see the fray and the lake was again dotted with craft, sail, gasolene and steam. The sun shone brightly, and nothing was wanting to make a good race but a fast challenger.

Mr. Cromwell was unable to take his position in the judges' boat owing to poor health, and his place was filled by Thomas Fleming Day. The judges were late again with the start, this time owing to a wait for the Genesee to get the turning buoy laid, but at 11.30 the long awaited whistle blew, and over they went, thus: Adele, 11.30.10; Seneca, 11.30.25; Adele's lead, fifteen seconds. Skipper Jarvis had again won the start, although he took Adele over the line in a rather precarious position, to leeward; but it was very nicely gauged, Seneca being so far to windward that she would lose considerable time crowding down to blanket, if she tried that. There was an enormous flotilla bunched around the starting line like innocent sheep, partly because the newspapers had dinned it into the skippers that to leeward was the only safe place to escape the revenue cutter's wrath, partly because many masters of craft failed to grasp the idea that the first leg of the course was not to windward. Both boats crossed with the wind little better than quartering, with mainsheets well aboard and spinnaker booms braced to port for action; but the long thin line of the spinnakers in stops told of anticipations of a battle royal for the weather berth.

But there was no battle, Jarvis apparently regretting that he had gone over with his sails on the wrong side, as far as the buoy was concerned, quickly abandoned any pretense of wanting the weather berth and squared Adele off as soon as she was clear of the ruck of the spectator fleet hovering around the line. Seneca, two lengths to windward, squared away too, and snapped out her spinnaker. Hanan made the first move in crowding on the kite, and he had his set and pulling noticeably sooner than the Canadians, the stops of the latter's sail breaking with difficulty.

Once spinnakers were set, Adele ran almost dead before the wind, but Seneca held a quarter of a point higher, so that her spinnaker seemed to fit better and pull harder. But Jarvis was playing the old game, and playing it skilfully, of making the enemy point further away from the mark, and sail the longer course, in order to pass him. Seneca's small spinnaker certainly did beautiful work, pulling like a horse, with the boom set high from the deck and parallel with the water, or almost so, even in the hard puffs; while Adele's boom cockbilled and had to have a man on it every now and again as an extra vigorous whiff filled the big sail.

They raced along, side by side, with the gap of water between them widening as Seneca edged farther to windward, until suddenly the American struck one of the soft spots. Such was her momentum that her sails almost swung inboard as she ran away from the fresh following breeze. She rolled her spinnaker empty at one swing, and emptied her mainsail at the next. Then the following breeze caught her again and everything pulled once more.

Adele imitated this performance, and both repeated it time and again before the nine miles were over. Seneca seemed the harder roller, at

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least she emptied her sails faster, but the gain or loss of either yacht in these flukes was always momentary, the true wind following up.

Seneca had worked a little ahead of Adele and well to windward by the time she had struck the third bad place, and edged down to test just what her gain was; but as she bore away she went slower, and found herself on Adele's quarter but not close enough to blanket. So out she pulled once more to windward.

Nearer and nearer they came to the buoy, and further and further they put it to leeward of them by carrying their mainsails on the port side. Suddenly Adele jibed over, swinging her mainsail to starboard. Seneca was a little quicker in getting her smaller spinnaker shifted; but the manoeuver left Adele both ahead and to windward. A shift of the wind to the westward put her in still better position, for the spinnakers would not pull, although set away forward to port. In they came and ballooners replaced them, but a little more edging of the wind made even the carrying of these sails far from profitable, and the working headsails had to go on instead.

It was in setting her working jib that Adele made an error that she had to pay heavily for; but the penalty was not exacted until after the turn, which was made to this time record:

Adele	1.05.21
Seneca	1.05.36

Adele's lead, 15 seconds.

Most careful generalship on the part of her skipper and the advantage of being able to sail the shorter distance to the buoy had just sufficed to help Adele hold her own since the start.

A short hitch to starboard, and they were off on the long thresh back. Then Adele paid her penalty. Her working jib halyards had been set up too taut, and as the full strain of her canvas came on the luff of the jib the big screws that held the cheekblock to the keelson, where the purchase was rove below the deck, pulled out and the sail settled down by the run. Adele was shot into the wind, the halyard recovered, and all made fast in much less than a minute. But the delay was fatal. If it had been possible to weatherbow Seneca and hold her back, at any time of the race, it was impossible now. She came swooping up and past and away, and the second race was over so far as Adele was concerned.

At first they came home tack for tack, but soon Seneca broke away from the formality of watching her rival and sailed independently. Twice she alarmed her supporters by shooting up into the wind, as if in trouble. It was only Hanan getting his canvas into good working shape. He had tightened in the slab reef before turning the buoy, but the throat halyard showed a tendency to run, and he had to shake her up to get it set up taut. What was really worrying him was his spreaders. They began to lean forward, and the mast, losing the support they had afforded in their original position, buckled badly. Even Adele's mast was bending in the fresh breeze, and there seemed to be an utter absence of soft spots as the yachts threshed in. When it was blowing its hardest Adele seemed to do better. It would be rash to say that she gained any on her leader, but in the last four miles of the course she certainly lost little or nothing. Seneca was probably being nursed, after securing a comfortable lead, for the behavior of her mast and spreaders was a matter of great concern to her skipper; but everything held.

Rolled down till her lee decks were smothered in foam, with spray flying as from a fountain, where the backstay runner and leeshrouds tore the water, Seneca shot across the finish line, slanting like some graceful sea bird to the

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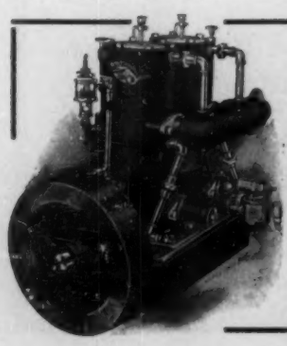

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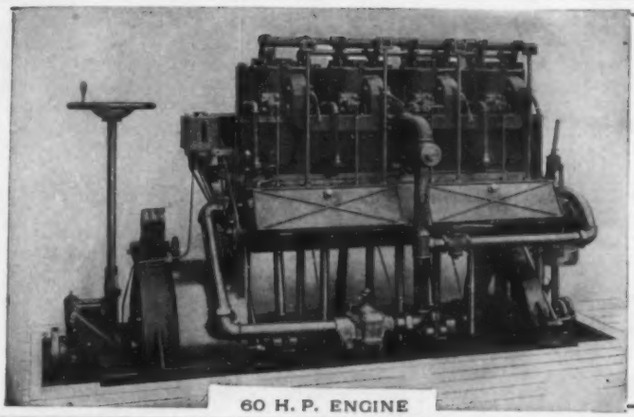

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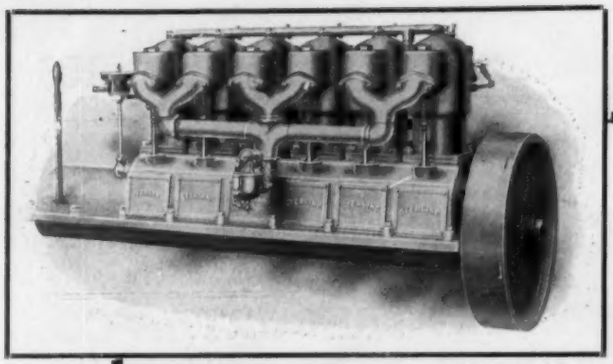

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blast, bending like some footlight favorite to the thunder of applause, as gun and whistle welcomed her, a winner by over five minutes. Half a mile back, Adele toiled along, all her reputation as a heavy weather sail carrier put to the test. The race had been sailed in fast time, for a slow course—three hours and twenty minutes for eighteen miles of windward and leeward work. The finish:

Seneca.....2.51.16
Adele.....2.56.54

Seneca's lead, 5 minutes, 38 seconds.

Third race, August 13th, stiff breeze. Official time:—Start, Adele, 11.15.10; Seneca, 11.15.13.
First, Seneca, 12.46.42; Adele, 12.52.14.
Second, Seneca, 1.38.19; Adele, 1.45.04.
Finish, Seneca, 2.31.50; Adele did not finish.

Through the night the sea began to spill in through the Charlotte piers, and one by one yachts that had berthed comfortably along the concrete stretch were forced to wind around and go on up stream to save grinding sides and fenders. It was a sure precursor of a wind, for the sea travels quickly ahead of a blow on the Lakes, and by morning the snorter had arrived.

It wasn't very violent, and it came in steadily. It was only breezing about fourteen knots when the last of the cup races had started, and it had not quite doubled the figure by the time the race was finished. Still, a twenty-five mile blow is enough to give what the enthusiasts call red hot sailing on Lake Ontario; and after the race was over the velocity increased to a maximum of thirty-five miles an hour.

People wanted to see what Seneca would act like in hard weather, and the weather very obligingly gave them the opportunity. This third race swept away the last possible grain of consolation for Canadians. It made Adele's defeat most complete, by finishing her test in all kinds of weather.

Seneca came out with a paler hued mainsail substituted for the rich colored flowing Ratsay sail she had been using. The white mainsail was a Herreshoff creation of slightly less area and greater flatness than the Ratsay sail. But it was a pretty big piece of muslin to swing in the breeze that was blowing then, with the mast deprived of some of the original support of the spreaders through their having been shifted. Adele came out single reefed, and with her double headsail rig on. She is sailed in moderate weather with a big jib, with a boom on the foot of it. When it blows hard a forestay is set up from the hounds to the stemhead, a staysail is snapped on to it, and a loose footed jib is set flying cutter fashion.

The lake was a splendid sight. The sun shone brightly again but with a slight copper tinge; and a faint smoky smell, the usual precursor of a good breeze on Lake Ontario, was in the air. The water, blue green except where it flashed and sparkled under the sun, was flecked all over with bursting wave tops and darkened in long lanes with wind streaks. Charm of wind and water lent grace to the homeliest craft out.

The sail fleet were all shortened down except Seneca. Not a topsail was in sight, and the biggest cutters were under double-reefed mainsails and jibs, with staysails stowed; and they all made grand pictures, as they horsed through the steep short seas, throwing snowstorms of foam to windward and wearing rainbows on either bow. The smaller gasolene launches and speed boats ventured out, but returned one by one to the shelter of the piers. The larger power cruisers set those storm sails you see so often in dealers pictures and so seldom in actual use; the object being to help steady the merciless rolling. There were a score of vessels following the course, but that was barely half the fleet that had gone around on the preceding days.

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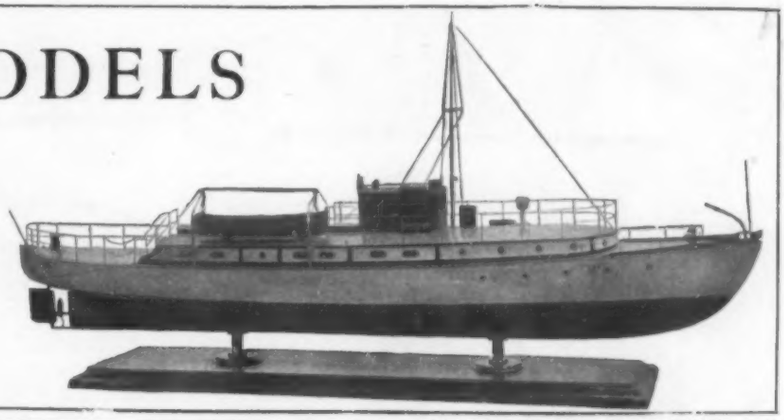

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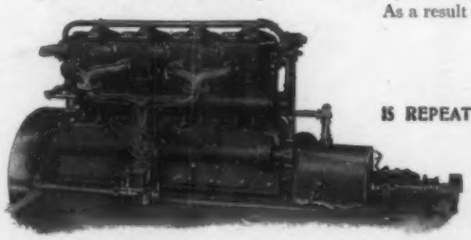

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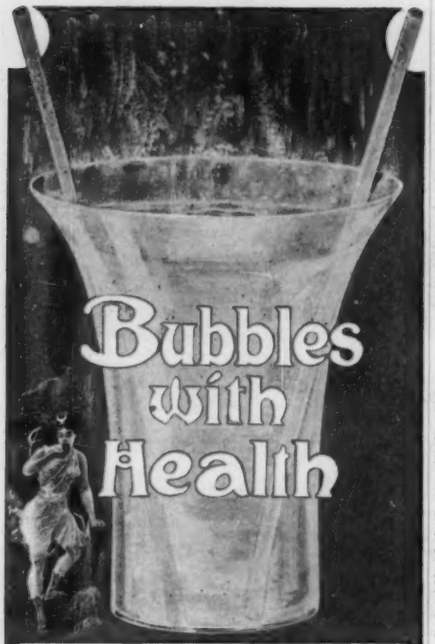

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The weather, or possibly the speed of the yachts, was a little too much for the little tug that had been used to lay the buoys—at any rate, it was the judges' boat that set the second mark for the third contest.

Once again the start went to Canada. This time Jarvis took her over only three seconds ahead, but well to windward, breaking out his forestaysail from the stops as he crossed. They went over on the starboard tack, and Hanan at once began a skipper's battle, whirling Seneca "around and round and round" fast enough to make the crew's heads swim. There was something like four stretches in three minutes, and by the end of that time Seneca had worked clear. The time on the line was:

Adele.....11.16.10
Seneca.....11.15.13

Adele's double rig took longer to light up and trim down again than Seneca's single headsail, but the defender was spryer on her feet anyway, and had no difficulty in again drawing clear from her opponent.

They furnished a great marine picture as they went stretching away on a long starboard tack toward Braddock's Point, to get what shelter they could from the steep sea that held them back. Seneca, under the whole mainsail, dipped in the puffs until a great arc of her dark underbody would show to windward, and her lee deck would be buried in a seething mass of white water; but the neat rounding of her topsides helped her from dragging too much of her upperworks. She cleared every sea with a slicing movement that lifted her over like a hunter clearing a five barred gate, and her white hull always showed out on top. Astern and to leeward her rival tore along, the gleaming red mahogany of her topsides and the black enamel of her underbody, with its silver band, shining in strong contrast. The area between the boats widened and widened, until nearly half a mile of water separated them. In the later stages of the beat Jarvis seemed to be giving Adele a bigger full, and her sailing improved, although the fact that she did not lose so heavily as at first may also have been due to the increased weight of the wind, which told against Seneca under whole sail, while Adele was single reefed.

The racers took an hour and a half to thrash the seven miles, and at the turning buoy Adele was so hoplessly astern that nothing but an accident to Seneca left her any chance of winning.

The time of completing the first leg was:

Seneca.....12.46.42
Adele.....12.52.14

Seneca's lead, 5 minutes 32 seconds.

The course had been northwest by west. The next leg was northeast by east-half-east with the wind on the port side, a little abaft the beam. It was blowing eighteen miles an hour when they turned the buoy, and steadily freshening, so no attempt was made to carry spinnakers—it is doubtful if they could have pulled, braced so far forward—or ballooners, although the latter would have done tremendous dragging. Conditions gave Seneca the opportunity to show what the top notch speed in her class was, but she took over fifty minutes to do the seven miles—if the leg was seven miles long. The judges' boat seemed to steam a great distance before anchoring the turning mark, but it is possible that she did not overstand.

To turn the buoy to starboard called for a jibe. It was a dangerous thing to do, although there would have been no hesitation about it if the racers had been neck and neck. But Hanan was not prepared to throw away a single second of his margin by putting Seneca in stays at the buoy, and wore her promptly. Over came the mainsail with a crash, and the slim hulled racer rolled down till the water was nearly up to her

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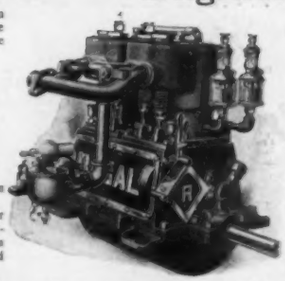

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hatches, but she made a quick recovery, shook the water from her decks, and tore homeward, south-half-west, driven as a Canada Cup boat is seldom driven. Adele was half or three-quarters of a mile astern, but she had been dropped very little in the last seven miles, and if the whole mainsail was too much—well, there didn't seem to be time to reef.

The time of turning the second mark was:

Seneca.....1.38.19
Adele.....1.45.04
Seneca's lead, 6 minutes 45 seconds.

It was blowing so now that all the spectators headed directly for the harbor, although the finish line was to the east of the piers. The judges' boat hauled up too, so that the racers following her, would be to windward in case anything happened, and if they had to run for shelter would be able to make a fair wind of it or tow easily.

Adele jibed safely at the mark but had not gone far on the reach home when her strut, which was connected with her weather spreader, twisted out of shape and allowed her masthead to sag aft so that it threatened to go at the jaws of the gaff. It was a case of lower away throat and peak and turn in a couple more reefs. By the time this was done she was nearly a mile astern, so held on her course for the piers and went in without finishing—thus completing only one race in the series.

The flutter of Adele's mainsail in the lifts was a glad sign to Skipper Hanan, who must have been on tenter-hooks regarding his mast. Seneca's mainsail was immediately squatted half way down. The reef pennant may have been hauled out, but the points were not tied, and, thus eased, she came tearing home in a twenty-five mile blow.

It was only when within a mile of the finish line that she discovered she was away above it. The mark was not very plain in the confusion of sun and sea, and it was only when the judges' boat suddenly bore off that Seneca made sure she had to run down. The mainsheet was run off till the sail bellied hard against the lee rigging, and she squared away with her jib winging out on the starboard side like a baby spinnaker, but they could not bear off enough, and had to jibe her again before getting down to the mark.

Seneca's finishing time was:

Seneca.....2.31.50

Adele's time was not taken of course. It would have been about 2.40.

There were very few left to cheer Seneca when she finished, but these did their work right loyally. She had squatted her mainsail still further before shooting across the line, and finding she could fetch the piers she settled it away altogether, and came in under the jib. Then it was she got her real reception with guns, whistles, fog horns, megaphones and cheers, for fifteen minutes.

THE NEW YORK YACHT CLUB CRUISE.

(Continued from page 203)

CLASSES M AND L—SLOOPS—48-AND 40-FOOTERS.

	Start. h. m. s.	Finish. h. m. s.	Elapsed Time. h. m. s.
Gardenia	6 45 00	2 43 18	19 57 18
Kestral	6 45 00	4 20 58	21 35 58
Irondequoit	6 45 00	4 47 17	22 02 17
Pellegrina	6 45 00	5 13 54	22 28 54

Corrected Time—Gardenia, 19.57.18; Kestral, 21.34.54; Irondequoit, 22.02.17; Pellegrina, 22.08.21.

CLASS K—SLOOPS—57-FOOTERS.

Winsome	6 51 27	9 44 52	14 53 25
Aurora	6 50 46	9 44 40	14 53 54
Avenger	6 52 00	3 02 38	20 10 56
Doris	6 51 12	3 10 39	20 19 27
Istalena	6 51 24	3 21 55	20 30 31

Corrected Time—Winsome, 14.52.47; Aurora, 14.53.35; Avenger, 19.38.38; Doris, 19.49.03; Istalena, 20.29.53.

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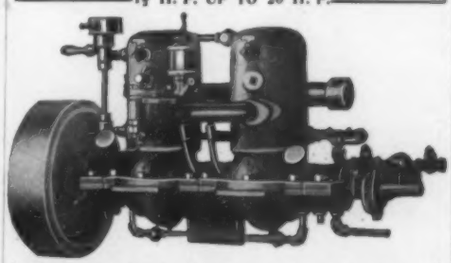

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CLASS J—SLOOPS—68-FOOTERS.

	Start.	Finish.	Elapsed Time.
	h. m. s.	h. m. s.	h. m. s.
Effort	6 56 33	9 55 36	14 59 03
Weetamoe	6 56 36	9 55 05	14 58 29
Neola	6 55 31	3 17 33	20 22 01
Irolita	6 56 15	5 10 59	22 14 44

Corrected Time—Effort, 14.37.28; Weetamoe, 14.42.47; Neola, 20.05.29; Irolita, 21.54.48.

SPECIAL SCHOONER CLASS.

Venona	7 02 00	4 15 04	21 13 04
Simitar	7 01 39	Time not taken.	
Gervalia	7 02 00	Time not taken.	

Corrected Time—Venona, 19.58.33.

CLASS D—SCHOONERS—64-FOOTERS.

	h. m. s.	h. m. s.	h. m. s.
Katrina	7 02 00	2 55 58	19 53 58
Taormina	7 02 00	4 43 55	21 41 55
Eclipse	7 02 00	5 20 05	22 18 05
Gervalia	7 02 00	Time not taken.	

Corrected Time—Katrina, 19.37.54; Taormina, 21.34.01; Eclipse, 21.51.35.

CLASS C—SCHOONERS—75-FOOTERS.

Crusader II	7 02 00	4 38 23	21 36 23
Fleur de Lys	7 02 00	5 31 12	22 29 12

Corrected Time—Crusader II, 21.17.52; Fleur de Lys, 22.13.50.

CLASS B—SCHOONERS—90-FOOTERS.

Queen	7 07 00	10 56 56	15 49 56
Elmina	7 07 00	10 57 41	15 50 41
Ingomar	7 07 00	12 05 53	16 58 53
Invader	7 09 00	3 15 44	20 06 44
Lasca	7 09 00	3 58 16	20 49 16
Ariel	7 09 00	Time not taken.	
Endymion	7 09 00	Time not taken.	

Corrected Time—Queen, 15.46.14; Elmina, 15.47.18; Ingomar, 16.56.38; Invader, 20.03.21; Lasca, 20.25.50.

SPECIAL—SCHOONER CLASS.

Invader	7 09 00	3 16 44	20 06 44
Lasca	7 09 00	3 58 16	20 49 16
Fleur de Lys	7 02 00	5 31 12	22 29 12
Ariel	7 09 00	Time not taken.	
Endymion	7 09 00	Time not taken.	

Corrected Time—Invader, 20.03.21; Lasca, 20.25.50; Fleur de Lys, 22.13.50.

MOTOR AUXILIARIES.

Vencedor	7 12 00	4 14 31	21 02 31
Seneca	7 12 00	5 04 12	21 52 12
Cacique	Did not start.		
Sylvia	7 12 00	Time not taken.	
Cachalot	7 12 00	Time not taken.	
Margaret	7 12 00	Time not taken.	

Corrected Time—Vencedor, 19.56.03; Seneca, 20.58.03.

NEW LONDON TO NEWPORT

SCHOONERS—CLASS B—80 TO 90 FEET—COURSE, 25 MILES.

Elmina	11 32 00	Not timed.	
Ingomar	11 20 37	Not timed.	
Queen	11 32 00	3 41 14	4 19 14
Lasca	11 24 00	4 09 42	4 45 42
Ariel	11 23 29	Not timed.	

Corrected Time—Queen, 4.16.55; Lasca, 4.31.05.

MOTOR AUXILIARIES.

Vencedor	11 36 09	4 20 33	4 54 24
Seneca	11 26 47	4 10 50	4 53 03
Cachalot	11 27 00	5 24 18	5 57 18
Margaret	11 26 54	Did not finish.	

Corrected Time—Vencedor, 4.31.08; Seneca, 4.39.27; Cachalot, 5.13.26.

SLOOPS—CLASS J.

Effort	11 11 04	3 55 27	4 44 23
Weetamoe	11 11 45	3 54 05	4 42 20
Irolita	11 11 25	4 05 44	4 54 13
Neola	11 11 57	4 06 05	4 54 00

Corrected Time—Effort, 4.30.52; Weetamoe, 4.32.32; Irolita, 4.41.52; Neola, 4.43.49.

SCHOONERS—SPECIAL CLASS.

Simitar	11 16 54	Time not taken.	
Venona	11 17 00	Time not taken.	

SCHOONERS—CLASS D.

Katrina	11 17 00	3 43 13	4 26 13
Windward	11 16 31	4 09 18	4 51 47
Taormina	11 16 45	4 01 40	4 45 03
Eclipse	11 17 00	Not timed.	

Corrected Time—Katrina, 4.16.11; Windward, 4.28.21; Taormina, 4.40.07.

SLOOPS—CLASS M.

Gardenia	11 00 00	4 15 53	5 15 53
Pellegrina	11 00 00	4 39 06	5 39 06
Kestral	11 00 00	4 31 31	5 31 31
Irondequoit	11 00 00	4 58 56	5 58 56

Corrected Time—Gardenia, 5.15.53; Pellegrina, 5.26.18; Kestral, 5.30.51; Irondequoit, 5.58.56.

SLOOPS—CLASS N.

Avenger	11 05 37	3 53 42	4 53 05
Aurora	11 06 30	3 46 11	4 39 41
Istalena	11 07 00	3 49 26	4 42 26
Doris	11 06 42	4 06 53	5 01 11
Winsome	11 06 54	4 14 20	5 07 26

Corrected Time—Avenger, 4.33.07; Aurora, 4.39.29; Istalena, 4.42.06; Doris, 4.42.13; Winsome, 5.07.02.

SLOOPS—30-FOOT CLASS—COURSE, 40 MILES.

Alera	10 53 00	4 30 44	5 55 44
Adelaide	10 55 00	5 01 24	6 06 24
Phryne	10 55 00	5 03 31	6 07 31
Atair	10 55 00	6 07 35	6 12 35
Hera	10 55 00	5 08 30	6 13 30
Nepsi	10 55 00	5 09 28	6 14 28
Minx	10 55 00	5 12 08	6 17 08

SLOOPS—SPECIAL CLASS.

Alera	11 05 00	4 50 44	5 55 44
Trivia	11 05 49	Did not finish.	

Corrected Time—Alera, 5.34.16.

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COMMODORE'S CUP—SCHOONERS—FIRST DIVISION.

	Start.	Finish.	Elapsed Time.
	h. m. s.	h. m. s.	h. m. s.
Elmina	11 20 00	Time not determined.	
Ingomar	11 20 37	Time not determined.	
Queen	11 22 00	3 41 14	4 19 14
Crusader	11 17 00	4 05 04	4 48 04
Seneca	11 26 47	4 19 50	4 53 03
Lasca	11 24 00	4 09 42	4 45 42
Fleur de Lys	11 17 00	4 20 19	5 03 19
Ariadne	11 30 00	4 17 45	4 47 45
Margaret	11 26 54	Did not finish.	
Ariel	11 23 29	Time not taken.	

Corrected Time—Queen, 4.16.55; Crusader, 4.19.36; Seneca, 4.20.08; Lasca, 4.31.05; Fleur de Lys, 4.37.19; Ariadne, 4.37.28.

COMMODORE'S CUPS—SCHOONERS—SECOND DIVISION.

Katrina	11 17 02	3 43 15	4 36 18
Taormina	11 16 45	4 01 48	4 45 03
Vencedor	11 26 09	4 20 33	4 54 24
Cachalot	11 27 00	5 24 18	5 57 18
Eclipse	11 17 00	Time not taken.	
Simitar	11 16 54	Time not taken.	
Venona	11 17 00	Time not taken.	

Corrected Time—Katrina, 4.16.11; Taormina, 4.40.07; Vencedor, 4.47.09; Cachalot, 5.29.28.

COMMODORE'S CUPS—SLOOPS—FIRST DIVISION.

Avenger	11 05 37	3 58 49	4 52 03
Aurora	11 06 30	3 46 11	4 39 41
Windward	11 16 31	4 08 18	4 51 47
Istalena	11 07 00	3 49 28	4 42 28
Doris	11 03 42	4 06 52	5 01 11
Effort	11 11 04	3 53 27	4 44 23
Weetamoe	11 11 45	3 54 03	4 42 20
Irolita	11 11 26	4 05 44	4 54 18
Neola	11 11 57	4 06 05	4 54 08
Winsome	11 06 54	4 14 20	5 07 26

Corrected Time—Avenger, 4.14.20; Aurora, 4.20.42; Windward, 4.22.05; Istalena, 4.23.17; Doris, 4.23.26; Effort, 4.30.52; Weetamoe, 4.32.32; Irolita, 4.41.52; Neola, 4.43.49; Winsome, 4.48.15.

COMMODORE'S CUPS—SLOOPS—SECOND DIVISION.

Alera	10 55 00	4 50 44	5 55 44
Adelaide	10 55 00	5 02 51	6 07 51
Atair	10 55 00	5 07 35	6 12 35
Nepel	10 35 00	5 09 28	6 14 28
Hora II	10 55 00	5 08 30	6 13 30
Gardenia	11 00 00	4 15 53	5 15 53
Minx	10 55 00	5 12 48	6 17 48
Pellegrina	11 00 00	4 39 08	5 39 08
Kestral	11 00 00	4 31 31	5 31 31
Irondequoit	11 00 00	4 58 56	5 58 56
Trivia	11 00 00	Did not finish.	
Banzai	10 55 00	Time not taken.	

Corrected Time—Alera, 4.34.18; Adelaide, 4.46.25; Atair, 4.51.00; Nepel, 4.51.13; Hora II, 4.32.04; Gardenia, 4.52.05; Minx, 4.56.32; Pellegrina, 5.03.10; Kestral, 5.07.43; Irondequoit, 5.36.08.

SPECIAL CLASS—SCHOONERS.

Venona	11 02 44	3 42 12	4 39 28

SCHOONERS—CLASS C.

Crusader II	11 02 27	3 08 46	4 07 09
Fleur de Lys	11 02 00	3 10 57	4 08 57

Corrected Time—Crusader II, 3.56.27; Fleur de Lys 4.00.05.

NAVY CHALLENGE CUP—SLOOPS.

	Corrected Time.
	h. m. s.
Phryne	4 30 57
Alera	3 31 00
Gardenia	3 31 30
Windward	3 42 29
Avenger	3 46 11
Pellegrina	3 46 27
Effort	3 48 37
Neola	3 54 26
Aurora	3 54 47
Winsome	5 27 21
Weetamoe	4 00 05

NAVY CHALLENGE CUP—SCHOONERS.

Venona	3 17 15
Katrina	3 18 42
Eclipse	3 19 49
Vencedor	3 23 56
Taormina	3 25 19
Seneca	3 30 19
Queen	3 38 28
Ingomar	3 38 51
Cachalot	3 40 28
Crusader II	3 40 49
Ariadne	4 01 29
Fleur de Lys	4 05 17

VINEYARD HAVEN TO NEWPORT

	Start.	Finish.	Elapsed Time.
	h. m. s.	h. m. s.	h. m. s.
Ingomar	8 36 56	1 39 32	5 02 36
Ariadne	8 37 00	3 40 34	7 03 34
Fleur de Lys	8 30 32	3 03 35	6 33 03
Katrina	8 30 27	3 19 18	6 48 51
Windward	8 31 02	4 12 48	7 41 46
Taormina	8 30 52	3 32 58	7 02 06
Eclipse	8 30 15	3 24 18	6 54 03
Vencedor	8 40 25	3 20 41	6 50 16
Seneca	8 42 00	3 36 41	6 44 41
Neola	8 26 35	2 25 39	5 59 04
Effort	8 26 18	2 27 47	6 01 29
Avenger	8 20 08	1 51 55	5 31 47
Aurora	8 20 40	2 22 00	6 01 20
Winsome	8 21 30	2 27 03	6 05 33
Gardenia	8 15 00	3 55 48	7 40 48
Nepsi	8 10 00	3 11 41	7 01 41
Alera	8 10 00	4 05 24	7 55 24
Phryne	8 10 00	4 06 33	7 56 33
Atair	8 10 00	Not timed.	

Corrected Time—Ingomar 5.01.30; Ariadne, 6.54.03; Fleur de Lys, 6.17.25; Katrina, 6.39.35; Windward, 7.20.05; Taormina, 6.57.33; Eclipse, 6.38.45; Vencedor, 6.13.07; Seneca, 6.14.14; Neola, 5.49.31; Effort, 5.48.59; Avenger, 5.13.19; Aurora, 6.01.09; Winsome, 6.05.11.

Alumni Association Cup for Schooners. Corrected Time—Ingomar, 5.01.30; Eclipse, 6.01.31; Fleur de Lys, 6.08.32; Katrina, 6.09.08; Vencedor, 6.13.07; Seneca, 6.14.14; Taormina, 6.27.06.

Alumni Association Cup for Sloops. Corrected Time—Avenger, 5.05.20; Nepsi, 5.09.24; Effort, 5.48.59; Neola, 5.49.03; Aurora, 5.53.10; Winsome, 5.57.12; Alera, 6.04.14; Phryne, 6.05.23; Gardenia, 6.42.37; Windward, 7.14.18.

SCHOONERS—CLASS B—75 TO 90 FEET.

	1sts.	2ds.	Specials.
Queen	3	0	3
Elmina	1	0	2
Ingomar	1	3	1

SCHOONERS—CLASS C—64 TO 75 FEET.

Crusader II	3	0	0

SCHOONERS—SPECIAL CLASS.

Invader	2	0	0
Lasca	1	1	0

SCHOONERS—CLASS D—55 TO 64 FEET.

Katrina	3	2	3
Windward	1	1	0
Eclipse	1	0	0
Taormina	0	2	0

SCHOONERS—SPECIAL CLASS.

Venona	2	0	1
Simitar	1	0	0

SLOOPS—CLASS J—57 TO 68 FEET

Effort	5	0	1
Neola	0	2	0
Weetamoe	0	1	0

SLOOPS—CLASS K—48 TO 57 FEET.

Avenger	3	0	3
Aurora	1	3	0
Winsome	1	0	1

SLOOPS—CLASS M—33 TO 40 FEET.

Gardenia	5	0	2
Kestral	0	2	0
Pellegrina	0	1	0

SLOOPS—SPECIAL CLASS.

Alera	1	0	0

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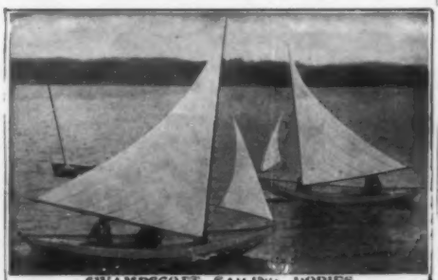
Alera	2	3	1
Phryne	2	0	1
Nepsi	1	1	0
Adelaide	0	1	0

MOTOR AUXILIARIES.

Vencedor	4	0	0
Seneca	1	1	0



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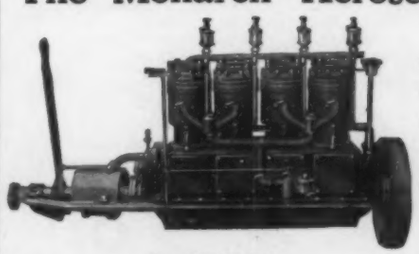

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THE LIPTON CUP RACES ON LAKE MICHIGAN.

(Continued from page 225.)

the running canvas and lay his course on the mark so he ordered the spinnaker off. The halyards fouled. A man was sent aloft to clear the mess but he was unable to and it was decided to cut the sail away. By the time this was done Jackson Park, working splendidly under mainsail and balloon jib, had passed the Cherry and established a clear lead of nearly a hundred yards. She jibed around the mark with plenty of time to spare. Avery did not give up hope but shook out one reef in Cherry Circle, still leaving two tucks in his mainsail, and when he rounded the third mark set determinedly to work to overtake Jackson Park which was not making very good weather of it on the wind with her big mainsail. In the heavier puffs she would lay down until she lost headway and Avery slowly but surely overcame the big lead. Half way to the finishing line Avery decided to split tacks with Peare and went about on the port tack. The wisdom of his course was apparent after the move. It gave him the whip hand over Peare, for when Jackson Park would come about, Avery by coming about on the starboard tack, held the advantage. Peare saw this and tried to outwit his adversary by going about and crossing Cherry's bows before it had overcome his lead. The idea was right but he had not figured it out quickly enough. He went about on the port tack and stood out in the lake, but when Avery came about Peare was under his lee and could not cross Cherry Circle's bows and had to go about under Avery's lee. Peare took another chance. He went inshore on a long tack that took him under the lee of the government breakwater and where the wind was less heavy, hoping with the smoother water and lighter wind to be able to outfoot Cherry Circle. He regained much of what he had lost and when the two boats converged on the last tack for the finishing line with Avery on the starboard and Peare on the port tack the excitement was intense. Within biscuit throw of the judges' boat the two racers came together again.

It was close, so close that until Avery forced Peare about under his lee none could tell which had the advantage but when it was seen that Cherry Circle's skipper had outwitted Peare a yell went up such as you hear when the home team puts the winning run over the pan in the ninth inning after a long tie. Cherry Circle shot over the line a bowsprit in front of Jackson Park, thus finishing the most sensational race ever sailed for the Lipton Cup. There was a lively duel between C. A. A. and Quien Sabe and skipper Holmes of the latter boats by following Avery's example managed to squeeze over the line a few seconds ahead of C. A. A.

So the great silver cup of the Columbia Yacht Club will again grace the trophy room of the Chicago Athletic Association for a year.

It is in order that another boat shall win it next year. The records show that it has been won two years in succession by each holder. La Rita, which was the original 21-footer of the class, carried it off twice before Ste. Claire took it to Detroit. The Detroit boat won it twice in succession and now Cherry Circle has followed the precedent set by two former winners and made it two straight.

Here is the story of the last race from the time sheets:

	Start.	First Mark.	Second Mark.	Third Mark.	Finish.
Cherry Circle	2 30 00	2 55 00	3 18 30	3 38 00	4 17 43
Jackson Park	2 30 00	2 56 10	3 17 40	3 36 40	4 17 44
Quien Sabe	2 30 00	2 57 56	3 21 05	3 39 56	4 20 32
C. A. A.	2 30 00	2 57 30	3 19 45	3 38 20	4 20 30
Yo San	Did not start.				

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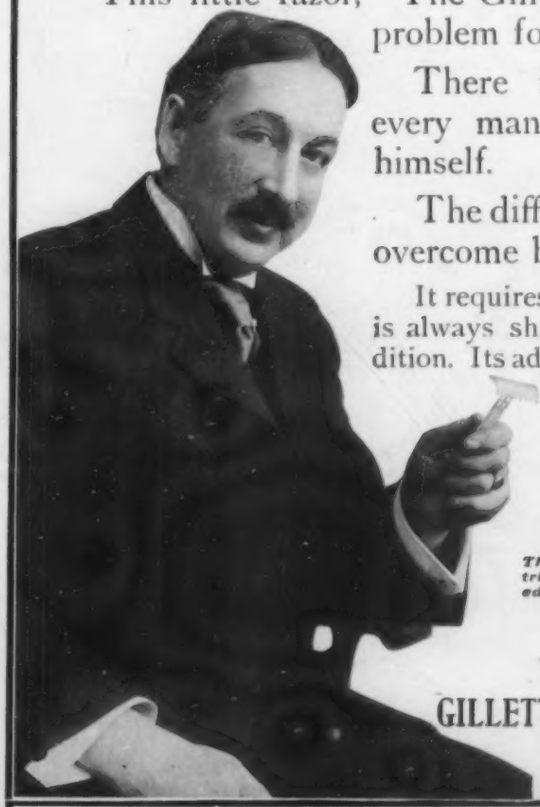

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